

The American Neptune

Smith

THE AMERICAN NEPTUNE

A QUARTERLY JOURNAL OF MARITIME HISTORY



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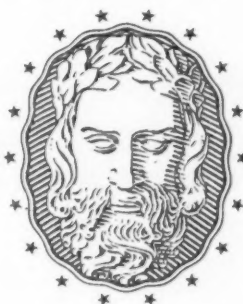
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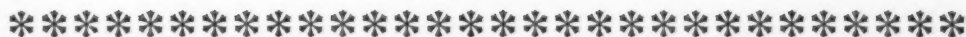
PPRIVATE collections frequently contain maritime material of outstanding importance, which remains virtually unknown to the public at large. This situation is not easy to remedy, and it is therefore a particular pleasure to call attention to two noteworthy books, published in recent weeks, which deal with the resources of private collections of early material concerning the history of the United States Navy. The Grolier Club has assembled in its club house in New York City a remarkable exhibition of prints of American naval engagements from 1776 to 1815. Many of these prints, drawn from varied private and public sources, are so rare as to be virtually unknown even to students familiar with the documentary side of our early naval history. Consequently, the Club has prepared and placed on public sale a detailed descriptive catalogue of the exhibition, which will serve as a permanent guide to early American naval iconography. Both the exhibition and the catalogue are of such importance that the leading article of this issue is devoted to them.

Almost simultaneously Dr. Eugene H. Pool has prepared a catalogue of his own collection of material relating to Captain James Lawrence, which has been published by the Peabody Museum of Salem. It is hoped

that other collectors will be inspired to follow the admirable example set by Dr. Pool, certain of whose prints are also described in the Grolier Club catalogue.

Another distinguished private collection is represented in this issue by the extracts from the 1796 log of the brig Betsy, owned by Count Sparre. This particular voyage, which touches a high point of disorder, chaos and bad luck, was fortunately not typical of the period. By contrast to the mismanagement of the Betsy it is enlightening to turn to the interminably precise instructions given by Stephen Girard some three decades later to the master and supercargo of his ship North America. After reading these documents it is not difficult to see why Girard and others made fortunes.

In the present issue, the Editors are inaugurating the practice of printing unsigned book reviews. Although the books will, as heretofore, be assigned to various reviewers, it is hoped that this change will lead toward the establishment of a general policy on the part of the NEPTUNE towards an appraisal of new books in the maritime field rather than to the expression of personal opinions on a variety of subjects.



American Naval Prints at the Grolier Club

BY CHARLES D. CHILDS

ON 19 November 1942 the Grolier Club opened an exhibition of prints of American naval engagements and American naval commanders from the Revolutionary War to the War with Algiers, 1815, in its club-rooms in New York City. The exhibition remains on view until 17 January 1943.

In conjunction with the exhibition a catalogue has been prepared and published, the introduction to which says in part, 'This exhibition is limited to prints dealing with our Navy and its more prominent officers from the time of the Revolution through the War with Algiers in 1815. Our aim has been to include in the showing all approximately contemporaneous prints of American naval engagements of this period, available to the Committee, quite irrespective of the outcome of the battle, or of the American or foreign origin of the print. Except in a few cases, various states of the same plate are not exhibited. Limited space has compelled a selective showing of engraved portraits and American naval officers of this era.'

The United States, a sea-faring nation, has always been proud of its naval history, though this history is best known to most through the extensive literature on the subject. The contemporary pictorial side of this history, aside from the illustrated matter which accompanies books, is less well known, even to those who have an especial interest in the Navy, due to its scarcity. News of the present day is made available quickly by radio, press and photography. In the eighteenth and early nineteenth centuries, however, pictures, either painted, drawn or engraved, were produced with difficulty and seldom with despatch. The lapse of time between an action and publication of a print of it depended on many factors. News traveled slowly. Publication of a print was seldom profitable to artist or publisher until there was sufficient popular demand to assure a ready sale. In the Revolutionary period only a handful of artists or artist-

engravers were working in this country. These men were to be found primarily in Boston, New York and Philadelphia, and it was in these three cities that most American historical engravings were published up to the end of the period which is covered by the Grolier Club exhibition, i.e. the War with Algiers, 1815.

As the Introduction to the catalogue states, this exhibition is limited to prints, and makes no effort to include paintings, water-colors or drawings unless they are in some way related to a print, or no print of a particular episode could be found. The scope of the exhibition will be best appreciated by those who are able to see it or examine the catalogue which describes it. Briefly, there are 294 pieces listed in the catalogue, devoted to the Revolutionary War, the Undeclared War with France, the War with Tripoli, the War of 1812 and the War with Algiers, 1815.

Collectors and antiquarians will realize that only intensive work on the part of the committee could have resulted in the gathering of so many rarities. Proper appraisal of the contents of this exhibition depend on a true understanding of what the prints are. Essentially, they are news pictures recording an incident, episode or action which the public wanted to know about as factually as possible. The literal-minded American wanted his news 'hot' if he could get it, and without too much effort at interpretation on the part of the artist. Therefore, these prints are in most cases literal renderings limited by the skill and knowledge of the artist. Those relating to the Revolution are few in number and often so crude as to be comical. With a larger population and increasing wealth, the demand for pictures was greater soon after 1800, and the engravings themselves improved as more talented and capable men appeared.

Included in the exhibition also are many English and French prints. As England and France were already advanced in the arts they had many talented practitioners, both in the fields of engraving and painting. Their works are usually more accomplished than those of their American contemporaries. Of course, there are few English engravings of the American victories; while the French, being sympathetically inclined toward the United States, were interested in British defeats.

The majority of the engravings represent encounters at sea, as would naturally be expected, but there is a generous mixture of minor incidents involving privateers, ship-and-shore engagements, and combined military and naval battles featuring the attack on or capture of land positions. It has been said that the engravings are mainly crude presentations of fact, but a surprising effect of liveliness and truth of feeling permeates the whole group.



Phoenix and Rose, 16 August 1776
No. 1 Grolier Club exhibition catalogue

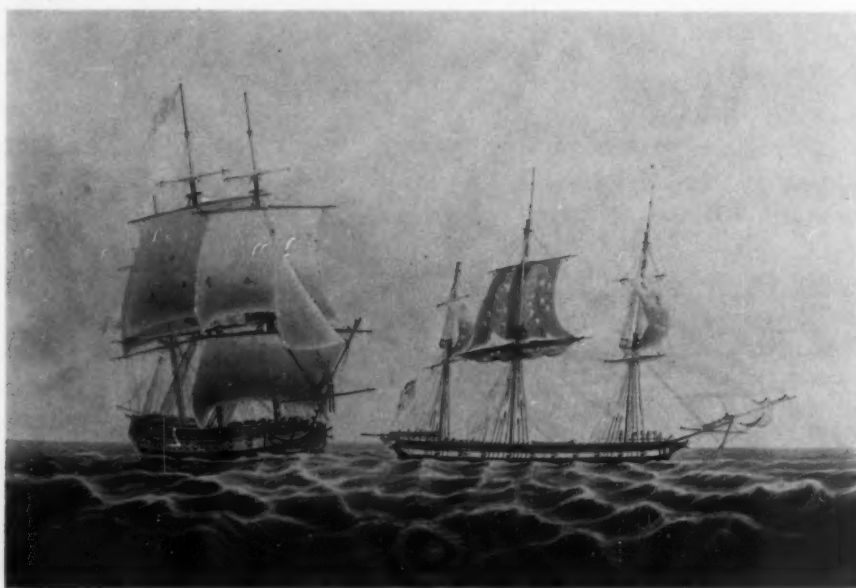


REFERENCES.
N^o 1. *Invincible* Ship. 2. *Carleton* Schooner. 3. *Monte* Schooner. 4. *Champlain* Gallies, and a *Sloop* with other Vessels. 5. *Washington* Gallies, and a *Sloop*. 6. *Carleton* Schooner.
London, Printed for J. & J. W. B. R. 1776. N^o 10. Plate. *Invincible* Ship. 1776.

Engagement on Lake Champlain, 11-13 October 1776
No. 2 Grolier Club exhibition catalogue



Constellation and L'Insurgent, 9 February 1799
No. 15 Grolier Club exhibition catalogue



President and Little Belt, 15 May 1811
No. 31 Grolier Club exhibition catalogue

Most of the actions were fought at close quarters by ships that we would consider small today. The human element was always present and observable. Ships opened fire at short ranges and were frequently taken by boarding. Very little artistic license was necessary to show these vessels in their relation to each other in a close-fought action. This being true, the artist could and did include most of the craft concerned, throwing in, for good measure, evidence of the wrack and strain of the struggle by methods which were conventional. Shot-torn sails, spars and top-hamper over side, heavy seas, standing and running rigging in a tangle, and men overboard were the usual effects sought by the artist and appreciated by the public. Some of the artists were sea-faring men or were sufficiently skilled in naval architecture to achieve a passable approximation of the truth about the details of ship construction and the nature of manoeuver. Others were woefully ignorant, and their work shows it, but the sum total of their production as shown in this exhibition is the picture of our Navy as it appeared in the eyes of its contemporaries.

The exhibition, itself, is temporary and at its close the prints will be returned to their owners, but the catalogue is a permanent and admirable addition to American naval literature. Prepared in a short time and intended to serve as a guide to the collection, it is really a compact and comprehensive account of the Navy at war. Further, each print is described so that it can be identified by the observer. The titles, publication lines, measurements and the nature of the medium are all given, and this information is supported by copious notes about the artists and engravers, all based on recognized, authoritative data. The actions and incidents are arranged in chronological order, which is of great assistance in relating each episode to the course of each war.

The text is supported by a liberal number of illustrations. The first purpose of the catalogue as a record of the collection is notably achieved but as a work of reference it must be considered one of the best examples of collaboration between collectors and students of naval history which has appeared to date. As a reference work it is almost the only publication of such scope now available.

The collection, itself, was drawn from many sources, as the Introduction states in the following paragraph: 'This exhibition has been made possible through the co-operation and assistance willingly afforded to the Committee by many interested individuals, both within and outside the Grolier Club. The President of the United States graciously offered to lend such prints as might be desired from his collection at The White House and from The Franklin D. Roosevelt Library at Hyde Park, New

York. Mrs. Francis P. Garvan kindly made available the extensive collection of naval prints owned by the Estate of Francis P. Garvan, now loaned to Yale University. Many choice and rare prints, needed for completeness of the showing, were obtained through the courtesy of Henry O. Havemeyer, Hall Park McCullough, Henry Graves, Jr., Dr. Eugene H. Pool, Valentine Hollingsworth, the founder of the William H. Coverdale Collection and the Peabody Museum at Salem, Mass. A considerable number of prints has been provided by members of the Committee, including items from the large and well known collection of Beverley R. Robinson.'

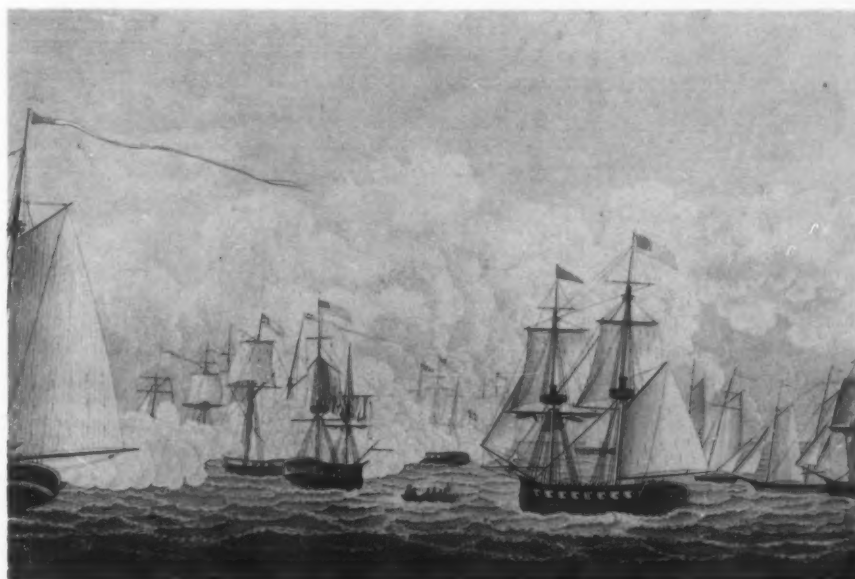
Advice and counsel were given to the Committee by many experienced men, including naval officers, historians, curators of collections, collectors and dealers, while the Committee itself consisted of Irving S. Olds, Chairman, Harry S. Newman, Alfred W. Paine, Beverley R. Robinson and Alexander O. Victor.

The engravings devoted to the Revolutionary War are few and can mostly be named. They are: 'The British ships *Phoenix* and *Rose* engaged by the American Fire ships and Galleys in the Hudson River,' 16 August 1776, a fine colored aquatint from the *Atlantic Neptune*; 'The Battle on Lake Champlain,' 11-13 October 1776, between the American fleet under the command of Benedict Arnold and the British fleet under command of Sir Guy Carleton, represented by a line engraving of contemporary origin, published in London, and a map of the same action published in London in the same year, 1776; 'The Action off Mud Fort in the Delaware River,' 22 October 1777, wherein the British naval forces attacking Fort Mercer at Red Bank, New Jersey, were driven down the Delaware River by American naval forces under command of Commodore John Hazelwood of the Pennsylvania Navy; 'Sir George Collier's Victory in Penobscot Bay,' 14 August 1779, representing the flight and destruction of an American naval force which had been attempting to recapture Castine, Maine, shown in a small print from *The Naval Chronicle*, an English publication which appeared in the period of the War of 1812; 'The Action Between the *Bon Homme Richard* and *Serapis*' 23 September 1779, shown in several engravings of foreign origin, there being no contemporary American print of any consequence known to exist.

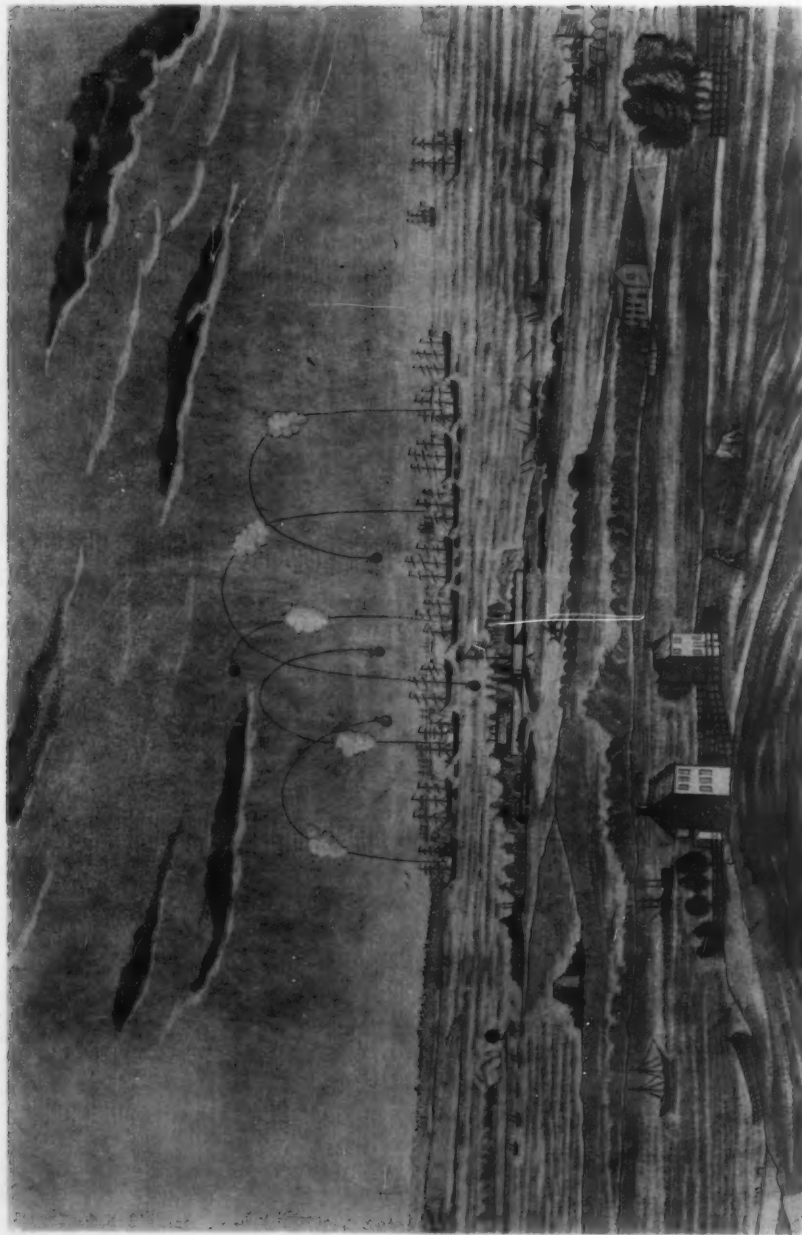
The Undeclared War with France was hardly of sufficient importance to arouse great public interest, and there are few prints of it, but the exhibition includes two very rare aquatints by the American artist Edward Savage showing 'The Action Between the American Frigate *Constellation* and the French Frigate *L'Insurgente*' on 9 February 1799; and two other



United States and Macedonian passing Hell Gate for New York, October 1812
No. 67 Grolier Club exhibition catalogue



Battle of Lake Erie, 10 September 1813
No. 123 Grolier Club exhibition catalogue



Bombardment of Fort McHenry, 13 September 1814
No. 171 Grolier Club exhibition catalogue

BRITISH VALOUR



CAPTURE OF THE UNITED STATES FRIGATE PRESIDENT BY THE BRITISH FRIGATE CAPTAIN HOPE
after an action more of gallant heroism and a desperate fight of five hours and a half than Battle.
 British Force all over Sea Men
 American Force all over Sea Men

HATRED OF SIN.



The Gallant Captain Hope giving orders to his crew.

Thy Lord God, I love thy truth,
 For dare thy least commandment
 Yet purged by sin the serpent's tooth.
 I mourn the anguish the bite.
 But though the poison lurks within,
 Hope bids me still with patience wait.
 Till death shall set me free from sin,
 Free from the only thing I hate.

Had I been thrown above the mast,
 Where angels and archangels dwell,
 One sin unshewn, within my breast,
 Would make that heaven as dark as hell.



Commander Denton ordering the
 Andrew to be thrown overboard.



Crippled state of the Enemy's
 ship at the close of the battle.

The prisoner, sent to breathe fresh air,
 And bless'd with liberty again,
 Would mourn were he condemn'd to wear
 One link of all his former chain.
 But let us for ever be the bless'd,
 When glory crowns the Christian's brow,
 One view of Jesus as he is,
 Will strike all sin for ever dead.



January 20th, 1815



Commander Denton giving up
 his sword to Captain Hope.

Published by J. FAIRBURN, near Fountain Court, Minster, and also by Chapman & Watson, Long Street.

President and Endymion, 15 January 1815
 No. 219 Grolier Club exhibition catalogue



Attack on the American Gunboats in Lake Borgne, Louisiana,
14 December 1814

No. 175 Grolier Club exhibition catalogue



U. S. Squadron at anchor off Algiers, 30 June 1815

No. 192 Grolier Club exhibition catalogue

prints of the same action, both probably American, though the artists and engravers are unknown.

The War with Tripoli, 1801-1805, was more productive in the pictorial sense and there are several engravings showing: 'The Loss of the U. S. Frigate *Philadelphia*'; 'The Attack on Tripoli by the American Squadron under Commodore Preble,' 3 August 1804; and the 'Blowing Up of The Fire-ship *Intrepid* in the Harbor of Tripoli.'

Preceding the War of 1812 were several brushes between American and British ships which might have resulted in war, but did not. One of these was the 'Action Between the U. S. Frigate *President* and the British Sloop-of-War *Little Belt*' on 15 May 1811. After an exchange of shot and fighting for a half hour the action was broken off, and appropriate apologies tendered. Four engravings of this action are shown.

The greatest part of the collection is devoted to the War of 1812, and here the frigate actions are most numerous. The first such action of the war, that between the frigates *Constitution* and *Guerriere*, was the most popular subject for the artist, and some twenty-four prints of it are shown in the exhibition. The other actions at sea including those participated in by brigs and sloops-of-war were not neglected and they appear in a handsome display as part of the 1812 group. This group (part five of the catalogue) opens with the prints showing: 'The Escape of the British Frigate *Belvidera* from the U. S. Frigate *President*,' 23 June 1812, and continues in chronological order with 'The Escape of the *Constitution* from a British Fleet Off the New Jersey Coast,' 17-19 July 1812; 'The Engagement Between the *Constitution* and *Guerriere*,' 19 August 1812; 'The Engagement Between the American Sloop-of-War *Wasp* and the British Sloop-of-War *Frolic*,' 18 October 1812; 'The Engagement Between the U. S. Frigate *United States* and the British Frigate *Macedonian*,' 15 October 1812; 'The Engagement Between the U. S. Frigate *Constitution* and the British Frigate *Java*,' 29 December 1812; 'The Engagement Between the U. S. Sloop-of-War *Hornet* and the British Brig *Peacock*,' 24 February 1813; 'The Engagement Between the U. S. Frigate *Chesapeake* and the British Frigate *Shannon*,' 1 June 1813; 'The Engagement Between the U. S. Brig *Argus* and the British Brig *Pelican*,' 14 August 1813; 'The Engagement Between the U. S. Brig *Enterprize* and the British Brig *Boxer*,' 5 September 1813; 'The Capture of the American Frigate *Essex*,' 28 March 1814; 'The Engagement Between the U. S. Sloop-of-War *Peacock* and the British Brig *L'Epervier*,' 29 April 1814; 'The Engagement Between the U. S. Sloop-of-War *Wasp* and the British Brig *Reindeer*,' 28 June 1814; 'The Engagement Between the U. S. Frigate *President* and the British Frigate *Endym-*

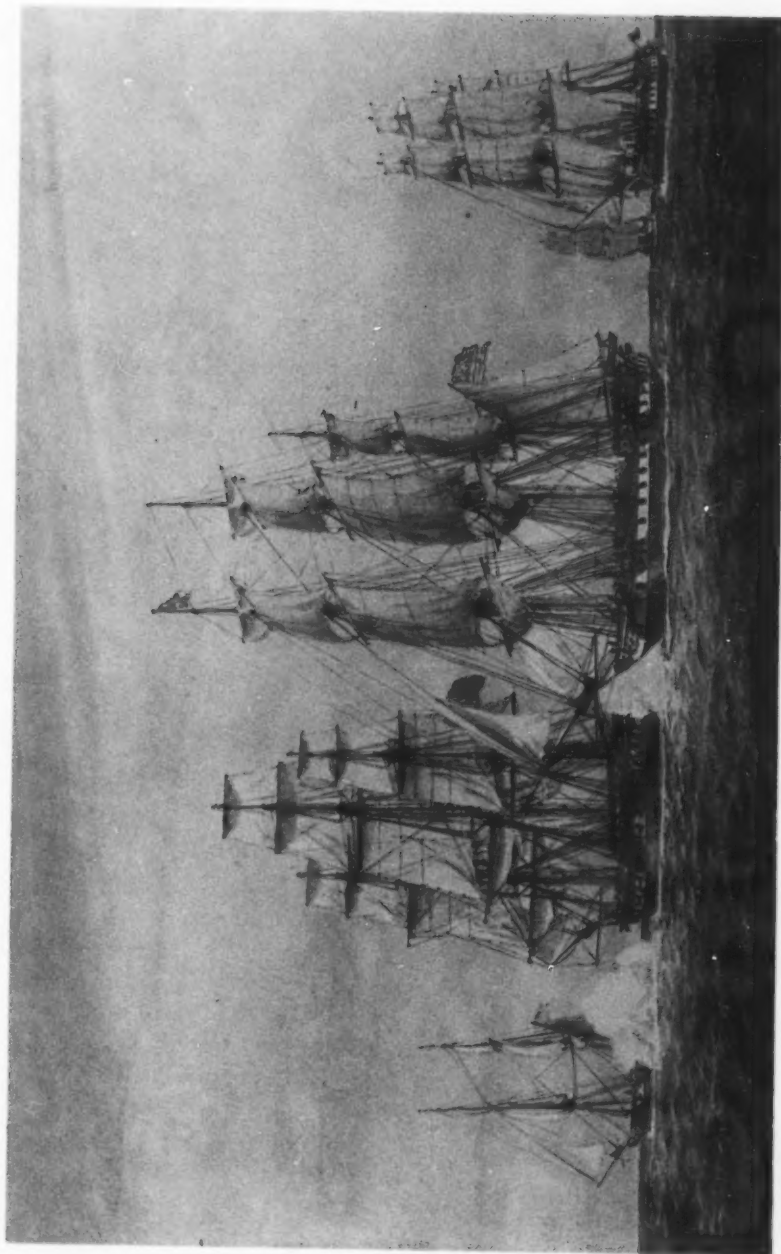
ion,' 15 January 1815; 'The Engagement Between the U. S. Frigate *Constitution* and the British Frigates *Cyane* and *Levant*,' 20 February 1815; 'The Engagement Between the U. S. Sloop-of-War *Hornet* and the British Sloop-of-War *Penguin*,' 23 March 1815. These were all salt water actions and the 1812 section includes as well prints of the two important fleet actions on inland waters: 'Perry's Victory on Lake Erie,' 10 September 1813, and 'McDonough's Victory on Lake Champlain,' 11 September 1814 — both very popular with the American people as shown by the many engravings which appeared following the actions.

Also in chronological order appear prints of such actions as: 'The Capture of Fort George on the Niagara River,' 27 May 1813; 'The Engagement Between the American Sloop-of-War *General Pike* and the British Sloop-of-War *Wolf* on Lake Ontario,' 28 September 1813; 'The Attack on Fort Oswego,' 6 May 1814; 'The Bombardment of Fort McHenry,' 13 September 1814; 'The Attack on the American Privateer *General Armstrong* at Fayal,' 26 September 1814; and 'The Attack on American Gunboats in Lake Borgne, La.,' 14 December 1814.

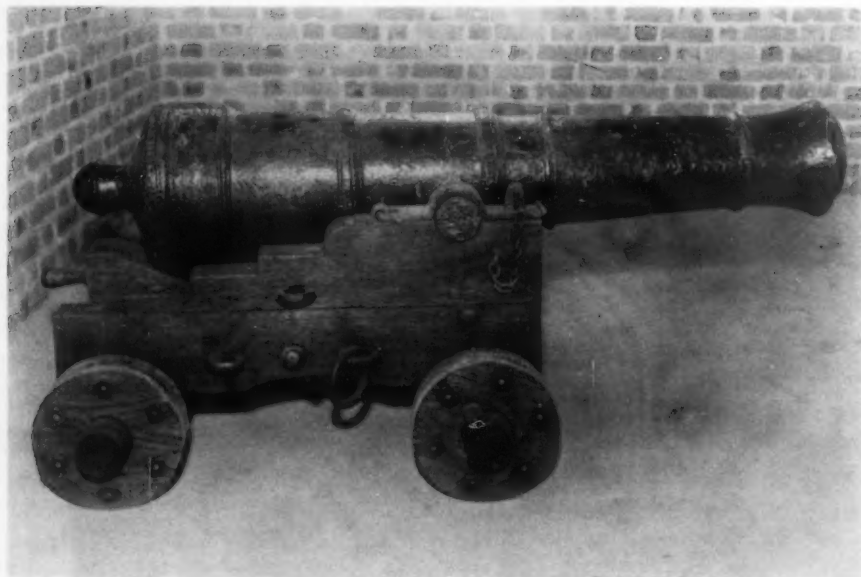
The exhibition is rounded out by a few engravings showing the actions of the War with Algiers in 1815; by a section devoted to privateer actions, both of the Revolution and the War of 1812; and by a group of miscellaneous prints devoted to other incidents and episodes of these wars including prints of single vessels, maps, broadsides and other associated material.

Part nine (the concluding section of the catalogue) lists more than sixty portraits of American naval commanders of all these wars.

The catalogue, which is offered for public sale at the cost price of three dollars, may be ordered from the Grolier Club, 47 East 60th Street, New York City. The edition is limited to seven hundred copies.

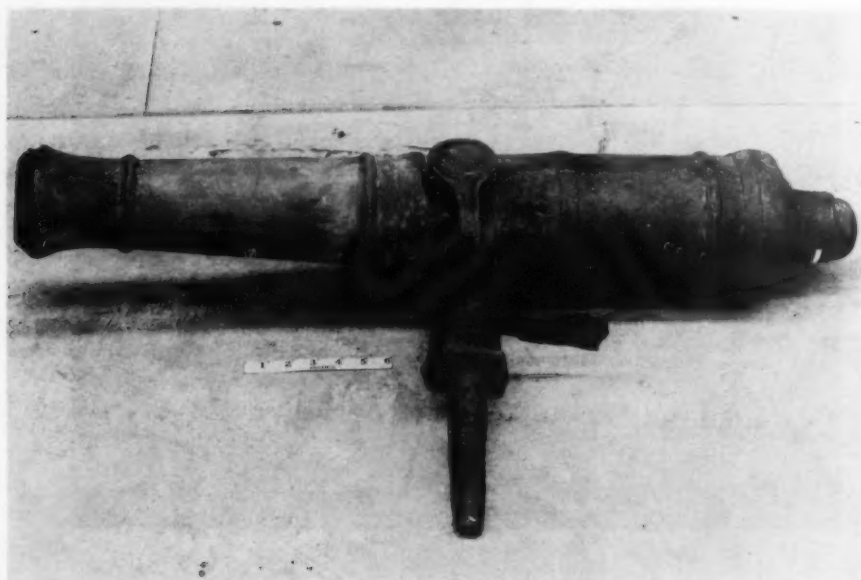


The capture of the Algerian frigate *Mashouda*, 46 guns, by vessels of
Commodore Decatur's squadron, 17 June 1815
*Water-color, attributed to Charles Turner Warren, in the Bailey
Collection in The Mariners' Museum, Newport News*



Gun salvaged from a British vessel sunk at Yorktown, 1781
(carriage reconstructed)

Courtesy Colonial National Historical Park, Yorktown, Virginia



British swivel gun recovered from York River
(band around bottom is the remains of a monkey tail)

Courtesy The Mariners' Museum



American Naval Guns, 1775-1785

BY M. V. BREWINGTON

AT the outbreak of the War for American Independence the thirteen colonies found themselves entirely without an armed service afloat with which to attack the supply lines of the invading armies or with which to protect their own maritime commerce. Within a few months after an army had been assembled the Continental Congress realized the deficiency and began the organization of a fleet. A small number of merchantmen were converted into men-of-war and the construction of thirteen frigates was authorized.¹ Few difficulties were experienced in building these vessels. There was ample shipbuilding capacity in the colonies because for well over a century this had been a leading industry, but due to the commercial policy of the mother country, we had virtually no facilities for the manufacture of the equipment essential to the operation of a vessel, particularly a man-of-war. For example, the heavier metal work aboard ship: we had iron ore aplenty and many small furnaces in which to smelt it, but thanks to British laws prohibiting the making of finished goods, we had little experience and less machinery for forging anchors or casting cannon.²

The Continental Marine Committee realizing this made ordnance procurement the subject of one of their early meetings. They decided, possibly because Pennsylvania was the largest producer of iron,³ to have all the guns for the thirteen frigates cast in that colony and then hauled overland to the various points where the vessels were to be built. All the guns were to be standardized in size and shape, and all members of each class of frigate were to be armed alike. The 32-gun vessels were to carry twenty-six 12-pounders and six 6-pounders; the 28-gun frigates, twenty-

¹ Clark, 'American Naval Policy,' *THE AMERICAN NEPTUNE*, I (1941), 26.

² New York Historical Society, Deane Papers, I, 298.

³ Although a special foundry was operated in Philadelphia to manufacture them, brass cannon will be given no consideration in this article because nowhere among the papers consulted is there a reference to brass guns, except howitzers, aboard the Continental vessels. The Philadelphia foundry appears to have made field artillery only. See *Pennsylvania Archives*, 2nd series, I, 64, 521.

six 12's and two 6's; and the 24-gun class, twenty-four 9-pounders.⁴ This, it was recognized, would make for the greatest efficiency not only in supplying ammunition and such equipment as rammers, spongers, wads, and gun tackle at any American port, but also in training the gun crews.

These decisions were made apparently in February 1776, and although the original contracts for casting the guns have not come to light, they evidently were made at once with the Reading, Warwick, Cornwall, and Hopewell Furnaces. Captain Daniel Joy was given complete supervision of the business.⁵ The design from which the patterns of the guns were to be made was supplied by David Rittenhouse, one of the few really able scientists in the colonies.⁶ At least forty 'patrons' were made and on 2 March, Joy was able to report that at Reading Furnace although 'all their previous attempts for casting of cannon to have failed, but now they are in high Spirits & have not the least doubt but they will affect it after the best manner.' He was, however, too optimistic, for, when another attempt was made at casting, the core which formed the bore of the cannon was improperly placed in the mould so that 'before the Iron were all chill'd the core flew up & the Metal settled in the room.' So one difficulty followed another: no black lead could be had to coat the cores, consequently they stuck in the castings; a boring mill to cut out the cores and smooth the inside of the tube could not be completed because of bad weather; several times each week the furnace workmen, skilled and unskilled alike, had to quit work and turn out to drill with the militia.

By April guns were wanted for the vessels most nearly completed but none were ready.⁷ May dragged along with the foundrymen slowly mastering technical details. Meanwhile British ships were making captures of American vessels all along the coast. A clamor for protection arose from the merchants: they wanted those thirteen frigates at sea driving off the British rather than swinging at anchor in every harbor from Portsmouth to Baltimore. But the ship contractors replied that their ships had no armament and what good were frigates without guns? Finally the Marine Committee concluded that part of the standardization scheme was impractical and such letters as that which Joseph Hewes, a member of the Committee, wrote to Samuel Purviance in Baltimore were sent to all the contractors, 'Cannon had been contracted from this colony [Pennsylva-

⁴ *Papers Continental Congress*, LXXVIII, 24, 331.

⁵ Pennsylvania State Library, Joy Letters; Massachusetts Historical Society, Hancock to Cushing 13 February and 16 February 1776.

⁶ Pennsylvania State Library, Revolutionary Papers, II, 61.

⁷ Haverford College, Roberts Collection, Cushing to Hancock, 4 April 1776.

nia] for all the frigates, but as there is no certainty of getting them in any reasonable time, they [the Marine Committee] wish you to get them for the frigate you are building.'⁸ Despite contrary appearances, this meant only the abandonment of the plan to have all the cannon cast alike, a matter of minor importance, entailing solely the use of the same patterns in each cast. Standardization of size, the important thing, was still in the plan since the dimensions of the guns were promised to the contractors by the Committee.⁹

In some instances the plan was successful in so far as obtaining a full complement of uniform guns for the individual frigate was concerned. But a standard armament for each class broke down since each constructor and commander had his own idea regarding the best battery for his vessel. The guns for the *Virginia* were all cast at 'Mr Hughes Works'¹⁰ but instead of the twenty-six 12's and two 6's originally planned she was given twenty-four 12-pounders and six 4-pounders. The batteries for the two of the four Philadelphia-built frigates which were armed came from two of the four furnaces which had originally contracted for the guns of the whole fleet.¹¹ But instead of the armament proposed by the Marine Committee, the *Randolph* was given twenty-six 12-pounders and ten 6-pounders with four cohorns in each top.¹² The *Delaware* was armed with twenty-two 12-pounders and six 6-pounders besides swivels.¹³ Guns for the *Warren* and *Providence* were made at Hope Furnace in Rhode Island.¹⁴ The battery of the *Warren* included twelve 18-pounders along with fourteen 12's and eight 9's.¹⁵ These 18-pounders were the heaviest guns cast for naval uses in the colonies.

In other instances the plan for a uniform battery was not carried out. The guns for the *Raleigh* were to be cast at Tillicutt Furnace.¹⁶ But this source failed completely because of the lack of raw materials and an attempt was made to secure some of the guns cast for the then unfinished *Warren* and *Providence*. Thanks to inter-colonial jealousies this brought no guns, only a bitter dispute involving eventually John Langdon of New Hampshire, the Marine Committee, the Governor of Rhode Island, and

⁸ Robert Purviance, *Baltimore in the Revolution* (Baltimore, 1848), p. 197.

⁹ Ibid.

¹⁰ Ibid.

¹¹ Library of Congress, J. P. Morgan's Book of Signers: Paine to Grubb 18 September 1776. Pennsylvania State Library, Joy Papers.

¹² Public Records Office, London, Admiralty, I, 488/423.

¹³ *Public Advertiser*, London, 7 February 1778.

¹⁴ *Rhode Island Historical Society Collections*, VIII, 244.

¹⁵ *Independent Chronicle*, Boston, 10 October 1776.

¹⁶ Massachusetts State Library, Journal House of Representatives, p. 229.

the Continental Congress.¹⁷ Finally the resourceful Continental Agent at Boston hit upon the idea of using the pig iron ballast of the men-of-war laid up in the harbor.¹⁸ Fifty-two tons were taken from the *Alfred* and the business put in hand. In the midst of it, Bradford, the Agent, learned of the arrival of the French ship *Mercury* at Portsmouth 'having on board . . . Cannon for the *Raleigh*.'¹⁹ This news, however, was erroneous; instead of French guns, the *Mercury* had brought a French engineer. He had immediately gone to the furnace and cast four guns 'but neither of them stood proof however the French Engineer by no means give up the Point,' Bradford reported.²⁰ Eventually twenty 12-pounders passed the second proof. With these and six 6-pounders the *Raleigh* sailed for France.²¹

The batteries for the two Massachusetts-built frigates seem to have caused very little trouble—the scheme to cast cannon for them was not even tried. Instead the original armament was purchased or borrowed from the colony itself, the *Hancock* getting first choice, the *Boston* the leftovers.²² Those for the *Montgomery* and *Congress* were to have been cast by the Salisbury Furnace in Connecticut, but another failure made it necessary to arm one, perhaps both, by taking guns from the forts along the Hudson River.²³ In practically every instance there was a complete breakdown of the scheme for a standardized or a uniform armament. The causes as we have seen were various: the failure of a furnace to fulfill its contract; the decision of the frigate's builder or her commander that she would do better with a battery of his own selection; the exigencies of the minute, the commander taking whatever guns he could beg or buy. The result at times was a gunner's nightmare, such as the hodge-podge found on the *Boston* at the time for her first cruise: five 12-pounders, nineteen 9-pounders, two 6-pounders, four 4-pounders and sixteen swivels.²⁴

¹⁷ Charles Oscar Paullin, Ed., *Outletters of the Continental Marine Committee and Board of Admiralty* (New York, 1914), I, 20-26; Historical Society of Pennsylvania, Dreer Collection, Signers, I, 35.

¹⁸ Library of Congress, Bradford Letter, Book, 22 January 1777.

¹⁹ *Ibid.*, 20 March 1777.

²⁰ *Ibid.*, 7 April 1777.

²¹ *Ibid.*, 15 May 1777.

²² Haverford College, Roberts Collection, Cushing to Hancock 15 August 1776 and 7 October 1776; Massachusetts Historical Society *Proceedings*, LV, 76. The armament of the *Hancock* has not been definitely determined. On 9 March 1777 Richard Derby, Jr., submitted his bill to the Massachusetts Bay Colony for twenty-two 12-pounders supplied to the frigate. See Massachusetts State Library, Journal House of Representatives, p. 275. This was authorized to be paid so it can be assumed the guns were delivered but no other precise record has been found. When the frigate was captured, Sir George Collier contented himself by saying the battery consisted of 'thirty-two guns mostly 12-pounders.' The libel against the *Hancock*, a document which probably would answer the question has not been found in either Halifax or London.

²³ Massachusetts Historical Society, *Trumbull Papers*, VII, II, 60.

²⁴ Massachusetts Historical Society *Proceedings*, LV, 117.

After the vessels got into active service other changes in their batteries were made by force of circumstances. The *Raleigh*, with the design of which Langdon had taken liberties making her the smallest of her class, was to have originally '26 twelves and 6 four pdrs.'²⁵ As we have seen Bradford was unable to furnish the full battery and when she arrived in France in October 1777 her captain said she wanted six 12-pound cannon.²⁶ These were supplied from one of the French arsenals since an inventory made just before she sailed for home in December showed '26 cannon 12 pounder; 6 cannon 6 pounders; 2 cohorns.'²⁷ Many of these mixed French and American pieces Captain Thompson was forced to toss over the side when the *Raleigh* was chased by a British squadron on the voyage back to America. These losses were replaced by the Navy Board of the Eastern District with guns of similar force cast in Rhode Island.²⁸ When she was captured on 28 September 1778 she was 'armed with Twenty six cannon carrying Shot of Twelve Pounds Weight and Six Cannon carrying Shot of Six Pounds Weight.'²⁹

By the time Congress had authorized the construction of additional vessels, the Marine Committee knew centralization of materiel procurement was impossible and had decided to organize three regional boards to directly supervise all naval matters within their territories. On the Naval Board of the Eastern District, comprising all of New England, fell the task of outfitting most of the Continental vessels constructed after the original thirteen had been built.³⁰ This Board, failing to profit by the experience of the Marine Committee, made a single contract with the Salisbury Furnace covering all the ordnance for the *Confederacy* and the *Alliance*. Each vessel was to mount twenty-eight 12-pounders and eight 6-pounders. As usual the furnace found it impossible to fulfill its promises. But the Board instead of learning its own lesson gave the whole contract to John Brown's furnace at Scituate, Rhode Island.³¹ Brown did better than Salisbury. He managed to get fourteen 12-pounders cast and proved for the *Confederacy*³² but he failed to deliver the full quota and to get the frigate armed it was necessary to use two 6-pounders taken from

²⁵ *Marine Committee Letter Book*, I, 45.

²⁶ American Philosophical Society, Franklin Papers, VII, 71.

²⁷ Peabody Museum, Fox Papers, Inventory of the *Raleigh*.

²⁸ William Bell Clark, *Gallant John Barry* (New York, 1938), p. 159.

²⁹ Public Records Office, London, High Court of Admiralty, Prize Papers, 32/441.

³⁰ *Rhode Island Historical Society Collections*, VII, 207-210.

³¹ Connecticut Historical Society, Huntington Papers, 70, 84; *Rhode Island Historical Society Collections*, VII, 244.

³² Connecticut Historical Society, Huntington Papers, 102; New York Public Library, Navy Board Eastern District Letter Book, 28 November 1778.

the wreck of the Continental ship *Columbus*; to borrow a twelve from the Army Commander at New London; and to beg other twelves from the captured British galley *Pigot*.³³ Even relieved of completing the armament for the *Confederacy*, Brown was unable to fulfill his contract for the *Alliance*, possibly to her benefit for when Landais arrived with her in France he reported to Franklin that she carried twenty-eight 12-pounders and eight 9's.³⁴ It is interesting to note that the French considered her cannon to be 'Long Guns,' whereas nowhere in our records are they so denominated.³⁵ Except for the possible addition of six swivels and two brass howitzers which Landais did not mention, her battery was never changed. These secondary pieces were aboard her when she was under John Barry's command.³⁶

Along with ships armed with a conglomeration of cannon cast in several colonies, with captured British, and with a few French pieces, some vessels, the *Hague* and the *Queen of France* for example, were armed with first grade French ordnance purchased directly from the French arsenals. So great was the demand for cannon, particularly for better grade pieces, at one time a Frenchman, one 'Monsr Penet,' inspected the 'cannon works near Richmond' announcing that he had 'imported and proposes to import more than 200 workmen the most able in the art . . . of casting all kinds of cannon. They propose doing every thing at their own expence and to supply on contract any number of . . . cannon at a fixed price. They want only a fit place to sit down on.'³⁷ Nothing seems to have come of the proposal and towards the end of the war we recognized our inability to produce a sufficient quantity of cannon and were importing them from France with considerable regularity.³⁸

In addition to the vessels built for operations on the Atlantic, another fleet was acquired for the defense of Lake Champlain. It consisted of seventeen small vessels ranging from schooners to gondolas. The armament of most can be stated quite accurately thanks to a return made just before the fleet fought its only action.³⁹ But the precise origin of the guns remains obscure. When the forts at Ticonderoga and Crown Point were

³³ Connecticut Historical Society, Huntington Papers, 100, 105; *Connecticut State Records*, II, 23 March 1779.

³⁴ American Philosophical Society, Franklin Papers, XIII, 89.

³⁵ Archives de la Marine, B 4-158 Campagnes 1779, p. 143.

³⁶ Author's Collection: Inventory of the *Alliance*.

³⁷ Haverford College, Roberts Collection No. 720, see also *Maryland Archives*, XII, 384-385.

³⁸ *Marine Committee Letter Book*, I, 255; II, 106, 262; Historical Society of Pennsylvania, Franklin Papers, I, 299.

³⁹ Massachusetts Historical Society, Warren Papers, Misc.

taken from the British in 1775 great quantities of ordnance were found.⁴⁰ Some of it had been brought there during the period when the fort at Ticonderoga was held by the French; other pieces were imported by the British. After we took the forts many guns of the largest sizes were hauled away to Washington's army and a number were sent to Montgomery to aid in the conquest of Canada. Our decision to make full use of the forts prompted the Continental Congress to send several regiments to garrison them. With these troops came some artillery, possibly of domestic manufacture. The guns used by Arnold's fleet seem to have been those left after the land forces were supplied. Some support for this theory is to be found in a letter dated Ticonderoga 12 July 1776 from Colonel John Trumbull to his father, the Governor of Connecticut: '... we build a thing called a gondola perhaps as much as one in a week; but where is our rigging for them, where our guns? We have to be sure a great train of artillery, but very few of them are mounted on carriages, and materials or conveniences for making them are very slender.'⁴¹

Thanks to the recovery of several of the wrecks of the fleet, a few cannon positively known to have been used by Arnold's men are still in existence. On board the gondola *Philadelphia*, salvaged practically intact in 1935 by Captain L. F. Hagglund, were found a 12-pounder, two 9-pounders and a 3-pounder which had done duty as a swivel. The first of these bears a founder's mark 'F'; and the 9-pounders are marked with the letters 'HP'; and the swivel with a Broad Arrow. The identification of the 9-pounder marks has not been made; those on the 12-pounder indicates it was cast by the Fullers of Heathfield, Sussex, England.⁴² Another gun, a 4-pounder, was recovered in 1934 at Arnold's Bay, Vermont,⁴³ and a 6-pounder has recently been dredged up from the wreck of another of the vessels at Whitehall, New York. This gun has been added to the great collection of eighteenth-century ordnance at the Fort Ticonderoga Museum.⁴⁴ Both the 4-pounder and the 6-pounder are apparently unmarked.

There are many British guns of the George III period in this country: one might cite the pair of guns in Valley Forge Park, both of which bear the cipher of George III and the Broad Arrow; many pieces are to

⁴⁰ *Bulletin Fort Ticonderoga Museum*, VI, 112-115.

⁴¹ *Ibid.*, 144-145.

⁴² *United States Naval Institute, Proceedings*, May 1936, 667, 669; [L. F. Hagglund], *A Page from the Past* (Whitehall, N. Y., 1936), pp. 20-21.

⁴³ *Motor Boating*, February 1935, p. 98.

⁴⁴ For a complete inventory see *Bulletin Fort Ticonderoga Museum*, V, 159 ff.

be found at Fort Ticonderoga. None of them, however, can be identified definitely with naval uses during the War for Independence, except those from Arnold's fleet mentioned above. A few guns in this country do have a perfect pedigree. These are the cannon now in the Mariners' Museum and some of those at Yorktown, Virginia. Both groups were recovered by the Museum staff from one of the British frigates sunk at Yorktown in 1781. Altogether twelve guns (three 12-pounders, four 6's and five 4's) and four swivels were salvaged.⁴⁵

French pieces seem to be even more rare. In fact, the only examples so far found are a few of the twenty-three pieces of 'heavy Cannon Imported in the Ship *Holy Heart of Jesus*' into North Carolina and Virginia early in 1779.⁴⁶

By comparing these American, British, and French guns with contemporary treatises on ordnance, it is believed a correct determination of the character of most, if not all, of our guns can be made.

⁴⁵ Homer L. Ferguson, *Salvaging Revolutionary Relics from the York River* (Mariners' Museum, 1939), p. 10-12.

⁴⁶ *State Records of North Carolina*, XIII, 692, 693; XVIII, 815; *Calendar Virginia State Papers*, I, 612.

(To be continued.)

The Disorderly Voyage of the Brig Betsy

THE Editors of THE AMERICAN NEPTUNE thank Count Pehr Sparre for lending them his manuscript of the log of the *Betsy*. It is written in neat clerkly fashion by the hand of, presumably, her much-tried mate. From his account it is difficult to determine whether the voyage suffered more from mismanagement or from bad luck. There was enough and to spare of both. Certain it is that disorderly behaviour and flat disobedience aboard the *Betsy* met with a forbearance which fortunately must at all times have been rare in what journalists will call the annals of the sea. Only one example need be mentioned. When after numberless misadventures the brig had at length reached Tarpaulin Cove and the pilot wished to up anchor for New London late Saturday afternoon, he could not do so for the crew, who had foolishly been given shore leave, had returned too drunk to work. As a result the vessel had to hang about till the following Wednesday before she finally got into New London harbor.

The mate's spelling puts one in mind of the kind of cook who, *because she has been taught how*, makes an exquisite Hollandaise but cannot boil an egg to specifications. Compensating for an utter lack of punctuation by his genteel use of capitals, the mate would make a pass at spelling names he had looked out on a chart, but the days of the week were forever beyond him. His innocent rendering of the spoken word, therefore, constitutes a perfect fossilization of our language. He writes *skuner* and *smoll* and *wotter* as they are still pronounced by many; he puts *lood* for load just as a New Englander today will say *loom* for loam. Such spellings as *marster*, *depater*, and *fartham* may strike us as strange for nowadays we say and write fathom. However there are people in Maine today who continue the process and pronounce the word father strictly as written — to rhyme with lather! But let the reader go on to make his own discoveries. It is not mainly because of the curiosities of their spelling that these extracts have

been published, but because, after all, the brig *Betsy*, making her luckless rounds to Wilmington and Guadeloupe, is a humble little shuttle carrying the weft of history. Not the pattern of great events — Lord, no! — but a few of the threads of the unconsidered background fabric with which the pattern is interwoven.

Transactions on Bord the Brig Betsy on her Passage from New London to Wilmilton North Carilina Capt John Clark Marster November 8th 1796

Remarks on Tusday November 8th 1796 Sailed From New London At 4 PM under All Sail Plesent Wether At 8 PM Montock Pint Bore West 2 Leagues Distance from Whitch I Take My Depater From Latt in 40:18

Remarks on Wensday November 9th 1796 this 24 Hours Continurd Blowing hasey Wether At 4 PM under Single R & Top Sails Blowing Varry fresh And All the Passangers Varry Sik. Latter Part Continurard thik Fogy wether hevey Sea Latt in 40:07

Transactions on Tusday November 16th 1796 this Day begins with Cler Plesent weather At 12 Clock Mrd. Com to Anker in 7 Fartham of Wotter 2 Leagues from the Land & Handed All Sail At 11 Clock AM hove upt And Sot All Sail Lit winds from the Northard And Run Donalong the Land About SW Clear Wether Latter Part 4 Clock PM Com to Anker in 8 Fartham of wotter At 6 Clock AM hove oupt And Run Down Along the Land & At 10 Clock AM Com to Anker Little to the Northard of Cape Fare And Sent the boat A Shore for A Pilot And Clere wether

Wensday November 16th 1796 This Day Fine Clear Wether & All hans imployd in gitting the Brig in Order to Gow upt to the Toun & At 2 Clock PM the boat Com with A pilot & At 5 Clock PM got under way And went Over the Bare At 8 Clock PM Com to Anker And the River Pilot tuk Charg At 9 Clock Com on A Varry hevy gail of wind About NE And Last til 8 Clock the Nex Morning And After that good wether & Sent the boat A Shore Awooding And got A good Lood

thusday Wilmington November 24th 1796 This Day Fine Plesent wether & Cold Night & Mornings All hans imployd Pon the Rigun & Sent Doun the Fore yard And over hold the Blocks & sentit upt Agin And Landid 6 bbl Rum & 4 Sider & 8 bushel Potaters And All Mr Lathrop Passangers went a way this Day in A Smoll Skuner for Charlston And glad wose way to git Red of them.

Wilmington Tusday November 9th 1796 This Day Fine Cler wether All hans imployd Landing the Ballas Ston & Last Night A brig from New york wose Broken open And 600 Dollors taken out And Card of & Sailed this Day 2 Brigs & 1 Slop Loodid with Lomber.

Wilmington Saturday December 3th 1796 This Day Fine Plesent wether All hans im Ployd taking in Lomber & Shingles & Brought 2 boat Loads of Shingles from Mr. Gibbins 6000. Last Night the Cuck Run Away with All his Close And I went After him And Brought him Back in 2 Hours.

Wilmington Sunday December 4th 1796 This Day Fine Plesent wether & [illegible] All the Cheese And Maid Shelves in State Rum And put them on & found 2 Broken ones And Sold them to the Peaple wt 16½

Wilmington Sunday Night December 4th 1796 Isaac William Run Away from the Brig Betsey with All his Close. And wose found Missing Last Night At 12 Clock. Left Nothing but his old Chist & Bad.

Wilmington Munday December 5th 1796 This Day Fine Plesent wether All Hans imPloyd tekening [taking in?] Lomber & Corn & hiard A negro girl to cook & Negro Man to work in the hole & tuck Mr. Traceys Jack[?] from Capt Robinsons And sent him in to the Cuntry to keep the girl 1/ Day the Man 3/ Day

Wilmington Tusday December 6th 1796 This Day Fine Plesent wether All hans imploy Loding Lomber & Corn hiard A Negro Man for 3/ A Negro Girl to cook for 1/ Day. This night All hans has gon A Shore with out Aney Leve Ant At 12 Clock Andrew Marting Coum Abourd Varry bad wondid & his wonds is Drest And has turnd in.

Wilmington Wensday December 7th 1796 Last Night All hans Left the Brig with out Aney Leve And went with Number More Ships Chru to A hore Hous Pon the hil And at 10 Clock began to fit with sum Frenshman And the Marakin Saillers had Nothing to fit with & the Frenshman had Sords & Pistols And thay killd on Marakin & wondid 2 & the Marakins Most killd on Frenshman & wondid 3 And this Morning 6 frenshman Taken up And Put in to Jail. & this Day fine Plesens wether hiard 2 Negro Men to work in the hole to stoe Lomber @ 3/ 0.6.0 & A Negro Girl to Cook for 1/ Day And Sent Andrew Marting A Shore under the Docters Hands his board is 3½ Dolers A week. And the Rest of the Peaple is to work pon the Lumber.

Friday Wlilmington December 16th 1796 . . . At 12 Clock the Pilot Com Abord And horld of in the Streme — All hans drunk & fiting & shipt a boye to Cuck for 12 Dollars Month . . .

Saterday Wlilmington December 17th 1796 This Day fine Plesent wether got under way from the Town And went over the flats About 18 Miles Down the River And thare Got Grond Laid All Night And A Black feller Com aboard to work his Passage — Andrew Marting Gits Sum better but Dus no Dutey.

Remarks on Friday 23th 1796 Saild from Wlilmington Bar 12 Mrd

under All Sail with the hole full of Lumber & Rice & Flour & Corn And 6170 feet of Lumber Pon Deck & 5 Hhd woatter & 1 of the Cables Pon the Quatter Deck At 3 Clock PM Cape Far Light Hous Bore West 5 Legues Distance from whitch I take My Departure from. . .

Remarks on Wednesday 11th [January] This 24 Hours Begins with Fresh Breeses And All Sail Sot At 8 Clock AM Sot Studssails At 11 AM Maid Martinico Baring SW & Dominico WbN Bent Both Cables At 12 Mrd Saw 2 Sail Rite had Lattitude in 1517

Remarks on Thursday 12th 1796 [sic] this 24 hours begins with Fine Plesent wether And fresh Breeses Stering WbS At 5 Clock PM A Smoll French Privetier Skuner Bodid us 5 Leagues from Martinico And Card Capt Clark Aboard in the Privetiers Boat And kept him board the Privetier And Sent A Prisemarster Abord to Carry us to Guddaloupe — the Privetier tuck 1 Doz of Capt Clarks fousls And then Steard NNW for Guadalupe And the Privetier in Compeny with us At 8 AM Close under the Lee of Marigalant And thare stud of & on And then the Privetiers Boat Com Abord And tuck All My Bucks & Papers & Card of Lattd in 1604

Remarks on Friday 13th 1797 Now Remarks on this Day for thare was Nothing Left Aboard to Right on

Saterday January 14th 1797 This Day Plesent wether And Fresh Breeses this Morning the Capt of the Privetier has Let Mea have Sum Paper to Right on Last Night wey wose Chast in by A inglish Manerwore under the Lee Marigalant And thare Com to Anker in 12 feet of woutter At 6 Clock the Manerwore Run Close under the Land And Fiard Pon us Number of Times And oure Prisemarster had the Boat hove out And went A shore for fere that Shey wood Sink us At 8 Clock Com back with the boat And thare Lay All Night & This Morning At 8 Clock hove upt And sot out for Pintpeter Got half Chrost And then Saw the Manerwore Agin And then wey hove About Run Close under the fort at Marrigalant And Com to Anker in 11 feet of woatter And thare Stade till Shee went of And then the Capt of the Privetier Brought Clark Aboar And Let him Shift his Close And then Carred him back Aboard of the Privetier the Capt of the Privetier Carred Aboard with him 6 fousls & 1 Chees At 2 Clock this AfterNoon hove upt And Sot out for Pintpeter the Privetier in Compeny with us At 7 Clock Com to Anker 4 Miles of the Toun handid All Sail

Pintpeter Sunday January 15th 1797 This Day Fine Plesent wether At 8 Clock this Morning the Pilot Com Abord And hove up Run up to the Toun And thar Com to Anker of Pintpeter At 1 Clock this After Noon

4 officers Com Abord And tuck An account of the Cargo Looock the hatches And Seald up the State Rum where the Cheeses wose & Left the Prisemarster & 4 of the Privetiers Men And 2 Sogers to take Care of the Brig And then they Let Capt Clark Com Abord & No work Dun Aboard to Day This After Noon Capt Clark & My Self And Joshua Vallet went A Shore to the office to be Exsamend

Pintpeter Monday 16th 1797 This Day Continers Plesent wether the Prisemarster tuck the smoll Boat And went of with her Carred Away with him 7 foulds & 2 Larg Pices Beef, 1 Pot Butter & A Larg Bunch Candles Rold up in A pece of Canvice & Left Abord to take of us 7 Frenchman Living Pon the Brig Stores this day Capt Clark ordered Joshua Vallet to Com Ashore with the Boat at 11 Clock After him For hea wonttid to gow Abord & hea wod Not gow A Shore After Capt Clark But hea & John Glazier went of At 1 Clock this After Noon with Augusteen the Prisemarster with out Saying Enney thing About gowing

Pintpeter Tusday January 17th 1797 This Day fine wether Loust the Sails And Dried them handid them Agin No More work Dun to Day 6 Frenchmen Aboard Living Pon the Brig Pervisions And ant Contented with that But Carry Sumthing from the Brig Every time that one of them gows A Shore & At 10 Clock this Day Capt Clark sotout to gow to Bastar to the Brig Trial & No Nues from Joshua Vallet & John Glazier

Pintpeter Monday 23th 1797 This Day Continers Plesent wether All hans imployd About Ships Duty 2 Sogers Living pon the Brig Stores At 2 Clock this After Noon the Brig Betsey Capt J. Lord wose Brought in this this Place by A Smoll French Privetier And is to be kept till hea has his Trial At Bastar At 10 Clock this Eveing Capt Clark Got Back from Bastar And Brought the Condemnation of our Cargo And thay Are to Let us have the Brig And that is All

Pintpeter Saterdag January 28th 1797 This Day fine Plesent wether All Hans imployd the Furst Part of the Day giting the fore & Main top Gallanmast up & the yards A thot & this After noon the officers Abord and Brok the Seels And Giv Lef to heave the Lumber of Deck And Make A Raft thay Left one old Sore Shind Soger to Take Care of the Cargo And to Live in the Cabing

Pintpeter Monday January 30th 1797 This Day Continers fine wether this Morning thare Com 28 Negroes (Sogers & 3 white Men) Abord and hove up our Anker And toad the Brig Close in A Shore And Com to Anker got a fast Shore And then went of Left 2 Frenchmen Abord to take An account of the Cargo Living pon the Brig Stors And Plunder All that thay Can

Pintpeter Wendsasday 8th [February] 1797 This Day fine Plesent wether All hans imployd About Ships Duty & this After Noon the Last Boat Lood went A Shore Loodid with Barrels And Sum went one way And Sum went Another No Anaccount taken of it And then the Sartchers Com Abourd And found Nothing But the Ships Stores And then All the Frenchmen went A Shore No More to Com Aboard And then All hans went to work Clearing out the hole & hove upt the Anker And Maid Fast A Sore Til to Morow Morning

Pintpeter Thursday February 9th This Day Continers Good wethe this Morning toade Down to the Refe to Ballas And thare Com to Anker And All hans imployd giting Ballas of the Refe & got 3 Boat Lood

Pintpeter Wendnasday February 15th 1797 This Day fine Plesent wether And fresh Breeses At 7 Clock this Moning the Pilot Com Aboard to Carrey us out & Capt Francis And Capt Dangefield to gow Down to Bastar As Passengers with us And then wey hove up And Parted the Smoll Cable 2 Merican Boats to Toa us out At 2 Clock hove out the Boat And Cap Clark & the 2 Passangers went A Shore to Bastar And then wey Stud of & on waiting for the Boat At 5 Clock PM Capt Clark Com Aboard And Capt Buckley to gow as Passanger to New London

Remarks on Thursday February 16th 1797 Saild from Bastar the island of Guadaloupe At 5 Clock PM with Nothing Aboard But Ballas And Capt Buckley A Passanger to New London under All Sail Sot At 3 Clock AM wey wose Boardid By A inglish Manerwore of Mountserratt kep us 2 hours And the Let us gow ware wey Plese At 8 Clock AM saw 2 sail At A Distance Staning to the Northard

Remarks on Saterdag February 18th This 24 hours Begins with Plesent wether And fresh Breeses under Refe Topsails And St Eustatia Rite had & Saba under the Lee Bow Saw A Larg Ship At A Distance Staning to the Northard At 8 Clock PM wey wose Boardid By A inglish Privetier And thay sartch oure hole & over horld the Papers And then Let us go whare wey Plese Latter Part thik wether And Blowing Varry fresh

Remarks on Tusday February 28th This 24 hours Begins with fine Plesent weth And Lite winds under All Sail & All hans imployd About Ships Duty At 12 Mrd wey wose Bordid by the Shipt thethis Capt Corkran And Card Capt Clark A board kept him 1 half houre And then sent him aboard And let us have Stores Help Carry us on the Coast Charg Nothing for them Lattd in 29.30

Remarks on Saterdag March 11th 1797 this Day thik wether And fine Snow Now Laying in Tarpaulin Cove wating for a fare wind At 6 Clock this After Noon Mr. Harris Com Aboard to Pilot the Brig to New

London All hans gon A Shore to Day Now work Dun Aboard At 5 Clock this After Noon thay com Aboard All Drunk And got A Fiting with Clubs & A hammer And Bruse them selves varry Bad the Pilot wontid to heve up the Anker but wey cud Not git now work out of them

Tarpaulin Cove Wendnasday March 15th 1797 This Day Clear wether the wind At NNE At 3 Clock this Morning hove up And Sot All Sail for New London At 1 Clock this After Noon Com to Anker At New London harbour handid All Sail And hove out the boat And the Capt went A Shore & Capt Buckley & the Pilot

'Time and Waste Books' of James Williamson, builder of the Ann McKim

BY DAVID B. TYLER

THE urgent cry for 'ships and more ships' is heard today as it was twenty-five years ago. In both cases the urgency arises out of war-time needs. A hundred years ago there was also a demand for ships but then it was a peace-time development following the War of 1812. This demand for American-built vessels arose from the fact that they were fast, comparatively inexpensive and needed for the rapidly expanding world-trade of that period.

Shipbuilding then and now are hardly comparable as far as tonnage and tools are concerned but they are comparable with respect to the fundamentals of design and workmanship. For this reason, and because there is a lack of detailed information respecting shipbuilding of a century ago, new light on this subject is of more than antiquarian interest.

The 'Time and Waste Books' which are the subject of this article have just been given to the Maryland Historical Society by Bernardin F. Williamson,¹ the grandson of James Joseph Williamson, master carpenter. The books themselves have had a chequered career and their preservation is due primarily to the grandson's realization of their historical value. The master carpenter's widow used them as scrap-books in which she pasted clippings and poems and his son used one of them as a diary after cutting out all but blank pages.

There are five of these work books. They are ordinary copy-books (8 x 13 inches), having about one hundred pages each. The first part of Book I contains problems in navigation, geometry and trigonometry belonging, evidently, to James Williamson's years as an apprentice. The latter part of it contains items relating to his employment by Samuel Kennard.²

¹ Bernardin F. Williamson, a professional illustrator and well-on in years, recalls very little about his grandfather. This is natural for his father was an infant when James Williamson died. Mr. Williamson states that his grandfather's half models were stolen in Civil War times.

² Kennard appears to have changed the spelling of his name to 'Kinnard' or 'Kinard.' I have kept to the original spelling.

Books II and III have to do with the years 1831-1835 when Williamson and Kennard were partners. Book IV is primarily a time book for the years 1836-1838 when Williamson formed a partnership with John W. Richardson. As noted above, Book V has lost all its pages which refer to shipbuilding.

A record of this kind leaves many questions unanswered. For example, it tells us nothing directly about the personality of James Williamson or the men who worked with him. Also there are so many gaps and the chronology is so confused that even the outlines of this shipbuilder's career are indistinct. However, certain basic facts are discernible. Williamson lived and worked in the Fells Point or 'sailortown' section of Baltimore.³ He was one of Samuel Kennard's carpenters before he became his partner. This partnership began 15 June 1831 when Williamson was twenty-nine years old and Kennard was considerably older having launched sloops as far back as 1815.⁴ Although this firm built only two vessels, the schooner *Pennsylvania* and the ship *Ann McKim*, it did a considerable amount of repair work. The partnership was dissolved 26 September 1834 after three busy years. The work books give no direct explanation of the dissolution. Both men continued, independently, to build and repair vessels. Williamson's partnership with Richardson began in 1835 or 1836 and ended with his death 4 May 1839.

The 1830s were busy years for American shipbuilders and Baltimore was one of the busiest ports in this respect. Some of the Carpenters' Certificates for these years have been lost but those which have survived indicate that competition was considerable. Many sailing vessels ranging from small Bay sloops of about 36 tons to large-sized schooners and a few ships of as much as 500 tons were constructed. There were also a few steamboats.⁵ The minimum number of vessels launched at Baltimore during the years of Williamson's partnerships can be seen by taking the highest certificate number for each year, as follows:

³ South Market Street marks the center of the section known as 'Fells Point.'

⁴ Baltimore Customs House records show that Kennard built at least five vessels before the formation of this partnership. Their names, tonnages, and launching dates were: sloops *Dolphin* (38 1/95 tons) and *Edward* (36 tons) in 1815; brig *Cervantes* (231 tons) in 1818; brig *Montezuma* (223 tons) in 1825; and brig *James Ramsey* (134 tons) in 1830. This last was for the order of Captain James Drew while the others were for the order of William Patterson & Sons.

⁵ The builders' names appearing most frequently are: Abrahams, Beacham, Cooper, Dunkin, Gardner, Harrington, Jones, Linthicum, Price, Richardson (Levin, Nathan, Noah, and Standley), Robb, and Skinner.

| Year | Certificate Number | Certificate Date |
|------|--------------------|------------------|
| 1832 | 140 | December |
| 1833 | 136 | End 3rd Quarter |
| 1834 | 124 | December |
| 1835 | 153 | 20 November |
| 1836 | 186 | 8 December |
| 1837 | 176 | 7 December |
| 1838 | 131 | 20 December |
| 1839 | 207 | 31 December |

The Kennard & Williamson yard was close to the wharf owned by William Patterson, one of the leading merchants of Baltimore at that time. Kennard, before the formation of the partnership, built two sloops and two brigs to the order of William Patterson & Sons. The friendly relationship between the two firms is shown by the fact that the *Ann McKim* was launched from Patterson's wharf.⁶ On the other side of Kennard & Williamson's yard was that originated by the Frenchman, Joseph Despeaux, and carried on after his death in 1820 by his widow and son. These yards extended from the water front to Philpot Street where the Kennard and Despeaux families lived in houses numbered 39 and 33 respectively. Williamson lived further down Philpot Street at number 6.

After the dissolution of the partnership Kennard appears to have built only one more vessel, the 75-ton schooner *Gunpowder* launched in 1835. Since Matchett's *Baltimore Director* does not list his name after 1839 we may infer that that was the year of his death. His advancing age is indicated by the fact that his name does not appear on the Kennard & Williamson payrolls. He had evidently turned over the active superintendence of the yard to his youthful partner.

Williamson & Richardson's yard was on West Falls Avenue near the drawbridge at the entrance to the 'City Dock.' Williamson moved his family to 28 Block Street which was nearby. This firm's biggest order was for a car ferry ordered by the Baltimore & Port Deposit Railroad and one of the first such ferries to be built in the United States. Propelled by steam it could carry five railroad cars (not including the locomotive). Named the *Susquehanna* this 453-ton ferry was enrolled 20 March 1837⁷ and ran between Havre de Grace and Perryville for seventeen years after which it was used as an icebreaker on the Patapsco.

In spite of the serious depression which began in 1837 this firm found

⁶ This was because of her large size.

⁷ Dimensions: 152 feet 10 inches x 32 feet 2 inches x 10 feet 1 inch.

plenty of work to do. From 1837 to 1839 when Williamson died it built a barque, two brigs and eleven schooners, vessels ranging from 58 to 270 tons.⁸

The chief value of these work books lies in the quantity of detailed information they contain regarding such things as materials, tools, wages, etc. The appearance of the Kennard & Williamson yard must have been much like that of any small yard of today where wooden vessels are built. When there was nothing on the ways there would be little in evidence except piles of lumber and a spar shed. Since Kennard lived at the rear of the yard he probably kept most of his tools at home. An inventory for 1835 gives an idea of the tools and materials likely to be on hand. When the *Ann McKim* was building there was a good deal more lumber such as cedar and locust posts, floor timbers, etc., in evidence. Other materials mentioned from time to time were oakum, spikes, barrels of tar, rosin, limestone, oil, casks of drinking water (at 37½ cents each) and iron (at 4 cents a pound). An inventory for 1833 totaled \$678.64¼ which may be taken as a fair indication of the capital represented by tools and materials.

A few domestic items appear on the pages of these books and help to give us some idea of the costs of living. For example, there are the following entries in Book II (1832):

| | |
|-----------------------------|---------|
| To one hat | \$ 2.75 |
| To one pair of stockings | .43¾ |
| To one new coat | 23.00 |
| To house expenses | 5.00 |
| To cash paid for house rent | 37.50 |
| To one pair pantaloons | 8.00 |

The greatest need for working capital was, of course, for wages. At the end of Book II there is a recapitulation of wages paid during the year (probably 1833). It reads as follows:

| | | |
|-------------|---------------------|-----------|
| My time | 360¾ days at 2.00 | 721.50 |
| Boys time | 1,300 days at .93¾ | 1,218.75 |
| Carpt. time | 1,285½ days at 1.75 | 2,249.62½ |
| Carpt. time | 876¼ days at 1.62½ | 1,423.90 |

⁸ These vessels were: brig *Isaac McKim* (163 tons), schooner *Euphrasia* and ferry-boat *Susquehanna* (453 tons) launched in 1837; schooner *Patrick Henry* (58 tons), schooner *Julia Anna* (107 tons), and barque *R. H. Douglas* (259 tons) launched in 1838; and the schooners *Emily* (153 tons), *Catharine* (116 tons), *Coquette* (153 tons), *William Spear* (121 tons), *Mary* (140 tons), *Ann* (106 tons), and *Virginie* (100 tons) launched in 1839.

'TIME AND WASTE BOOKS'

| | | | |
|-------------|-------------------|----------------------------|----------------------|
| Carpt. time | 460 | days at 1.50 | 690.00 |
| Carpt. time | 119 $\frac{3}{4}$ | days at 1.37 $\frac{1}{2}$ | 164.65 |
| Carpt. time | 171 $\frac{1}{4}$ | days at 1.25 | 89.06 $\frac{1}{4}$ |
| Boring | 119 $\frac{1}{4}$ | days at 1.12 $\frac{1}{2}$ | 134.18 $\frac{3}{4}$ |
| Rabiting | 38 $\frac{1}{4}$ | days at 1.00 | 38.25 |
| Sawing | 157 $\frac{3}{4}$ | days at 1.25 | 197.18 $\frac{3}{4}$ |
| Laborers | 199 $\frac{1}{2}$ | days at 1.00 | 199.50 |
| Caulkers | 274 $\frac{3}{4}$ | days at 1.50 | 412.12 $\frac{1}{2}$ |
| Oakum Boys | 93 $\frac{1}{4}$ | days at .50 | 48.62 $\frac{1}{2}$ |
| Sawing | 41,637 | ft. at 2.00 | 832.74 |
| Sawing | 8,821 | ft. at 1.75 | 154.36 $\frac{3}{4}$ |
| | | | <hr/> \$8,574.47 |

Apprentices began with the lowest pay of all, usually \$2.50 a week. If any of them got board and lodging that is not shown.⁹ It will be noticed that 'sawyers' were paid piece rates and payrolls show that some of them earned as much as second- or third-class carpenters. Williamson's pay of \$2.00 was never equaled or topped by anyone else in this first partnership but on the Williamson & Richardson payrolls there were several first-class carpenters who reached and one or two who topped the \$2.00 rate. Employment depended, of course, on the amount of work on hand. The turnover among caulkers and lesser employees was considerable, few of their names reappearing on later jobs after one was finished. The carpenters worked steadiest but even these aristocrats were laid off for days at a time when things were slack. The names on the payrolls indicate that most of the men were of English or Irish extraction.¹⁰

The best way to see wage trends is to follow the fortunes of one individual. For this purpose the payrolls of Williamson & Richardson during the years 1835 to 1839 are useful because fairly complete. The names of the partners themselves do not appear from which we can assume that they were both active and took their pay in the form of a division of the profits. The carpenter who drew the highest pay at the beginning was one named Barney Cummins. When the payrolls start, late in 1835, he received \$1.75 a day. In January 1836 Cummins was reduced to \$1.50 but raised again to \$1.75 in March and to \$2.00 in April. By the middle of July he was receiving \$2.12 $\frac{1}{2}$, the highest wage he received. After the

⁹ Richard Nicholson and James Baxter were taken as apprentices in 1831 for four-year terms. Baxter was released at the dissolution of the partnership. Other apprentices were James Morton and John Magee who began three- and five-year terms respectively in 1832 and Bartly Wheaton and Christopher Philips who began, that same year, terms of five years and seven months.

¹⁰ Among the names appearing most frequently are: Smith, Miles, Bailey, Kirby, Washbourne, Harris, Brant, Dun, Atwell, Burry, Davies, and Price.

launching of the *Susquehanna* in September activity in the yard declined abruptly and Cummins's pay dropped to \$2.00. He did not appear to take kindly to this state of affairs for he worked only one week in October and not at all during the latter part of the month when his pay was listed at \$1.75. Raised to \$1.87½ in November he came back for a while but appeared for only two days' work in the whole period from December to April. It is possible, of course, that the state of his health or some other factor besides the question of wages was the cause of his absence. Beginning in April Cummins worked regularly at \$2.00. By this time he was one of three men receiving that wage. Furthermore he appears to have lost his position as boss carpenter to a man named Flaherty who also received \$2.00 and who alone continued to receive that wage as long as the payrolls continue. Cummins disappears from the scene completely after the middle of May 1837.

Employment in shipyards has always been uncertain. Being an outdoor activity there would necessarily be interruptions during the winter months and rainy weather. This unevenness of employment is clearly evident in the fluctuations in the totals of the weekly payrolls during the period mentioned above. They varied from less than \$100 to over \$400 and averaged slightly under \$200.

As we have already indicated these work books do not give a clear financial picture. This is due to the fact that several pages are missing and also to the haphazard manner in which the accounts were kept. However, some idea of the fortunes of the firm of Kennard & Williamson can be obtained by a careful piecing together of scraps of information to be found in Books II and III.

We have just considered the manner of costs as regards materials, tools and wages. Let us see what information there is regarding income. It will be remembered that the Kennard & Williamson partnership lasted from June 1831 to September 1834. During those three years they built two vessels. One of them, the schooner *Pennsylvania* brought in \$1,500. The other was the ship *Ann McKim*. There is no clear statement as to how much Isaac McKim paid for her. A reporter, at the time of her launching, said she cost \$50,000. This was probably an exaggeration. The larger steam-propelled *Susquehanna* cost only \$56,595.81 and her engine accounted for a large part of that total.¹¹ The work books contain copies of some but not all of thirty-one bills sent to Isaac McKim. It is probable that all of these bills apply to the *Ann McKim* and that they represent

¹¹ *Second Annual Report of the Philadelphia, Washington and Baltimore Rail Road Company* (Philadelphia, 1840), p. 19.

the total cost as far as the shipyard is concerned. The cost of sails and other equally necessary items would not be included. These thirty-one bills reach a total of \$11,981.66. This gives us \$13,481.66 as the total income from new vessels.

In addition Kennard & Williamson did a large amount of job work. In 1832 work was done on thirty-one different vessels.¹² The bills for such work range from \$.64 to \$370 and average \$170. The total for that year was \$5,613.23. If we take that as an average year we would get a three-year total of about \$16,800. Adding to this the income from new work gives us a total income, in round numbers, of \$30,000. This compares with an entry in Book III which reads 'Whole amount of work done 28,750.87½.' The difference would be accounted for if the total income from job work in 1832 was above average instead of being average as we assumed.

There seems to be a good basis for conclusions regarding the matter of profits. Notations indicate a total of \$26,448.83¼ received at the time of the dissolution of the partnership. The difference between this and the gross or 'whole amount of work done,' mentioned above, would represent accounts due and still unpaid. The partners paid out \$23,353.70. The difference between this amount and the amount actually received is \$3,095.13¼ which represents the actual profit over the three-year period. This means that the average profit realized by each of the partners each year was only \$442. If they were able to collect all their unpaid bills, which is doubtful, they would each receive an additional \$350 per year. This does not seem like a large profit for such a busy yard and may explain why the partnership was dissolved. It is likely that the dissolution was at Kennard's suggestion for Williamson, the active partner, was earning in addition a regular wage of \$2 a day or about \$700 a year. The work books give no income figures for the firm of Williamson & Richardson but the great amount of work turned out by their yard would indicate that they prospered.

Kennard & Williamson are remembered because of the *Ann McKim*. Her tonnage (420 35/95 carpenter's measurement) was less than the *Susquehanna's* but she was a three-masted ship and not merely a ferry-boat. Moreover, the *Ann McKim* was the first large, ship-rigged vessel on the lines of a Baltimore Clipper. For that reason she attracted attention

¹² The names of these vessels were: sloops *Dolphin* and *Active*; schooners *Ceres*, *Yellots*, *Lafayette*, and *Joppa*; brigs *Bolivar*, *Meddle*, *Mentor*, *Argyle*, *Hope*, *Leander*, *Glory*, *James Ramsey*, *Brazen*, *Margaretta*, *George & Henry*, *Eliza Davidson*, *Matilda*, *Cordelia*, *Elizabeth*, *David Maffitt*, *Harriot*, and *Montezuma*; barques *E. A.* and *Gov. Von Chalton*; ships *London Packet*, *General Putnam*, *William Penn*, and *General Hand*; and Mr. Patterson's scow.

at the time of her launching. She has been the center of a controversy ever since Arthur H. Clark pronounced her 'the first clipper' in his book *The Clipper Ship Era*. Clark said that, even though her model was never copied, she was the inspiration for the California Clippers. More recent research has shown that she was probably one of several influences determining the design of these famous vessels.¹³

In any case the *Ann McKim* was an interesting experiment in the use, on a large scale, of the design of the fast Chesapeake sailing vessels. The characteristics of these vessels were raking masts, great dead rise (sharp wedge-shaped bottom), broad convex bow, and deep after-drag. The *Ann McKim's* measurements were: 109 feet 6¾ inches x 27 feet x 13 feet 6 inches (depth 11 feet forward and 17 feet aft). She was fast but she lacked sufficient cargo space to be very profitable. Isaac McKim used her in his China trade. At his death she was sold to the firm of Howland & Aspinwall. Very probably the designers of the next decade knew about her and profited by that knowledge in designing the bigger, broader and faster California Clippers.

McKim's choice of Kennard & Williamson as builders of this unusual vessel was a tribute to their skill for he was well acquainted with ships and shipping. He was one of Baltimore's leading business men and politicians. He and his brother John had continued and expanded an importing business founded by their father. They were also among the original directors of the Baltimore & Ohio Railroad. In addition Isaac built and operated a steam flour mill and a copper rolling and refining mill. This would explain why the *Ann McKim* was copper fastened and sheathed. Isaac McKim also represented Maryland in the United States Senate from 1821 to 1823 and in the House of Representatives during the years 1823-1825 and 1833-1838. He died in Washington in 1838. It is interesting to note that the first vessel built by Williamson & Richardson was a 163-ton brig built for their own account but named the *Isaac McKim* and launched in 1837.

When the *Ann McKim* was launched at 5 P.M. on 4 June 1833 a large crowd was on hand. This in itself was unusual for launchings at Fells Point were far from a novelty. Newspaper reporters commented upon the use of 34,000 pounds of copper for bolts and spikes, the live oak frame, and the admirable carving of the figure-head and at the stern. The *Ann McKim's* first voyage was to Callao, Peru. She carried a cargo of 3,500

¹³ For discussions of her place in shipping history see: Carl C. Cutler, *Greyhounds of the Sea* (New York: G. P. Putnam's Sons, 1930), pp. 72, 89-90, and H. I. Chapelle, *The Baltimore Clipper its Origin and Development* (Salem: Marine Research Society, 1930), pp. 142-144.

barrels of flour and made the voyage in the very creditable time of eighty-nine days. She made one of her best performances in 1838 when she came from Valparaiso, Chile, to Baltimore in only fifty-three days.

The yard of Williamson & Richardson produced no such famous vessel but it was a busy yard and that in spite of 'bad times.' James Williamson died of pneumonia on 4 May 1839 at the age of thirty-seven. His work was not done. He left no will but his widow, as administratrix, reported a net balance of \$2,349.11. Its equivalent today would be several times that sum but this is not the true measure of Williamson's achievement. It is to be found rather in the fact that his skill and energy joined to Kennard's experience and McKim's resources produced a vessel whose size, speed, and grace were part of the inspiration which kept American ships in the vanguard in the days before steam and steel.

Paddle Box Decorations of American Sound Steamboats

BY ALEXANDER CROSBY BROWN

ALTHOUGH the external decorations and embellishments of the sailing vessel are so well known that even the rankest landlubber has a speaking acquaintance with the figure-head, no attempt has been made, as far as is known, to record the conspicuous, highly ornate, and characteristic decorations which adorned the paddle boxes of the formerly ubiquitous side-wheel steamboat plying the sounds and rivers of the Atlantic seaboard. The following account will not attempt to list the decorations on every known steamboat, but typical examples of the decorator's art will be cited and trends in decoration traced.

The side-wheel steamboat now being nearly extinct, the period to be covered is a relatively short one. When Robert Fulton's *Clermont* steamed up the Hudson on her epical voyage in 1807, her churning paddle-wheels were uncovered. Almost immediately, however, the danger to life and limb of unguarded wheels was recognized, not to mention the risk of the wheels themselves being smashed and the annoyance of decks being constantly wetted by the splashing of the paddle buckets.

The first paddle boxes were relatively simple affairs, hollow half-cylinders which projected out from the main deck and covered the upper halves of the paddle-wheels, being supported at the fore and aft ends by sponsons. Students of naval architecture will recall that the wooden hulls of steamboats did not long remain in their original vertical sided form, for without increasing the water-line beam, the main strength deck above the long narrow hull was widened and flared out into a relatively broad platform, the outboard edges of which swept back from stem to stern in a single easy curve. At first the main deck was supported outboard by knees and rows of struts projecting obliquely from the hull proper, and, in the way of the wheels, was pierced by rectangular openings. Heavy guards followed the outer edge all the way, thus affording protection to the paddles by distributing the shock of impact when the steamboat docked.

This widening of the main deck became a characteristic trait of American sound-class steamboats not found on British vessels of similar type, nor on ocean going side-wheelers, as illustrated by the following diagrams:

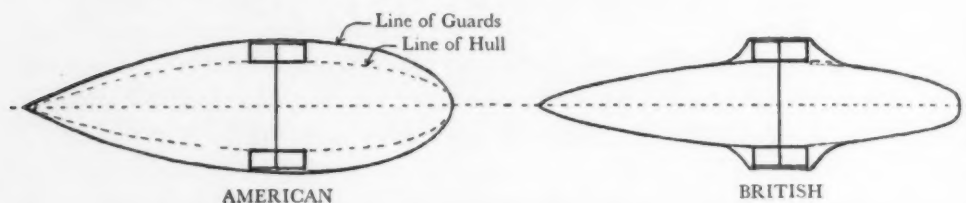


Fig. 1. American system of widening main deck compared to British

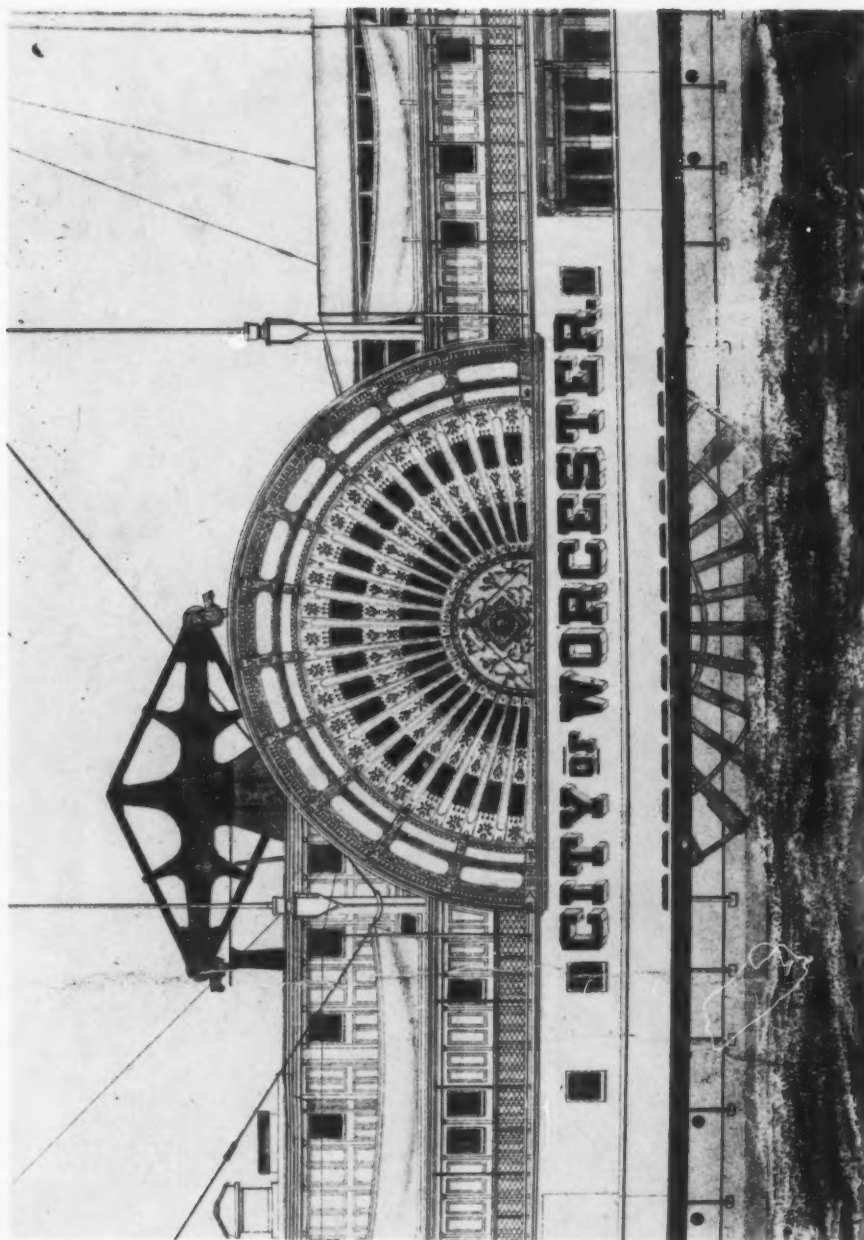
For a period in our history it was a frequent practice to place ships' boilers (in pairs) out on the guards of the main deck, on the theory that if they exploded in that position, they would burst outboard and cause less damage than if they were down in the hold. Their exposed position in reality made them more of a potential danger in the event of heavy rolling or collision and the practice was later forbidden although never definitely stated to be for this reason.

No further attempt will be made to describe the hull proper of sound steamboats, but this much has been deemed necessary to acquaint the reader with the form to which the paddle box was applied.

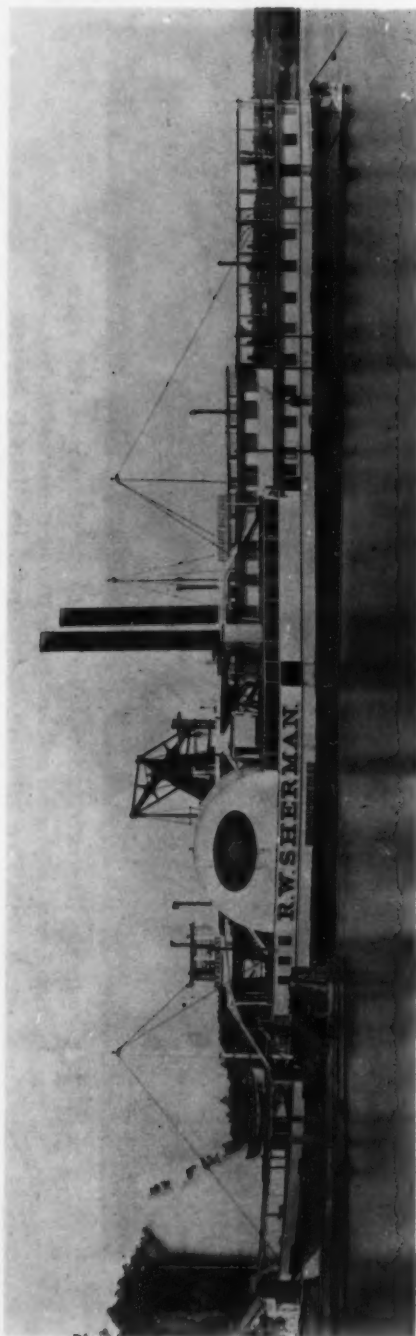
Although the lowest horizontal outboard timbers of the paddle box were strength members, since they had to protect the wheels when the steamboat came alongside, above them the outboard end of the half-cylinder was boarded over with relatively thin planking laid horizontally. This afforded an inviting lunette eminently and, one might say, irresistably suited to receive some form of decorative treatment as yet unprecedented in the history of marine embellishment.

Since the main deck on sound and river steamboats was relatively close to the water-line, the paddle shaft was placed several feet higher to give the radial wheel sufficient diameter without too much immersion, and the axis of the paddle box came at approximately saloon deck level. Below this, almost invariably the horizontal lines of sheer established by the decks and also the railing height above the main deck were carried across the face of the paddle box and it became customary to devote the six-foot space between main deck railing line and saloon deck line to recording the ship's name in large, shaded block letters.

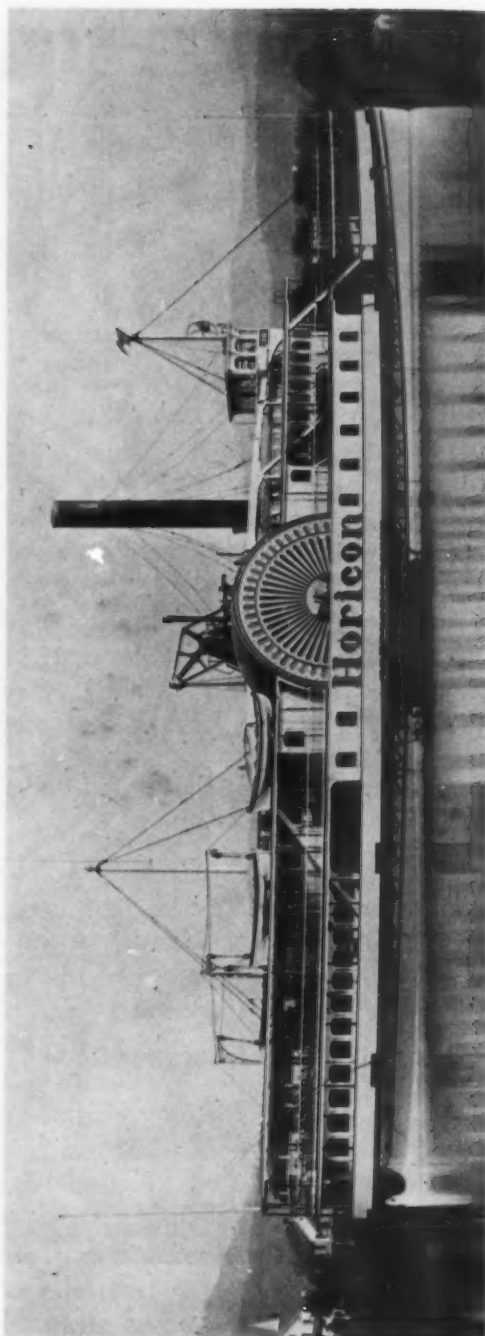
Originally the outboard faces of paddle boxes were left plain. However, it was found when the ship was rolling and alternately the wheels



*City of Worcester, 328-foot Norwich Line steamboat, 1881-1912
Detail from the original outboard profile plan by Harlan and Hollingsworth,
Wilmington, Delaware, in the collection of The Mariners' Museum*



R. W. Sherman, 250-foot Lake Champlain steamboat, 1851-1866 (later named America)



*Horicon, 195-foot Lake George steamboat, 1877-1911
Reproduced from photographs in The Mariners' Museum, Loomis Collection*

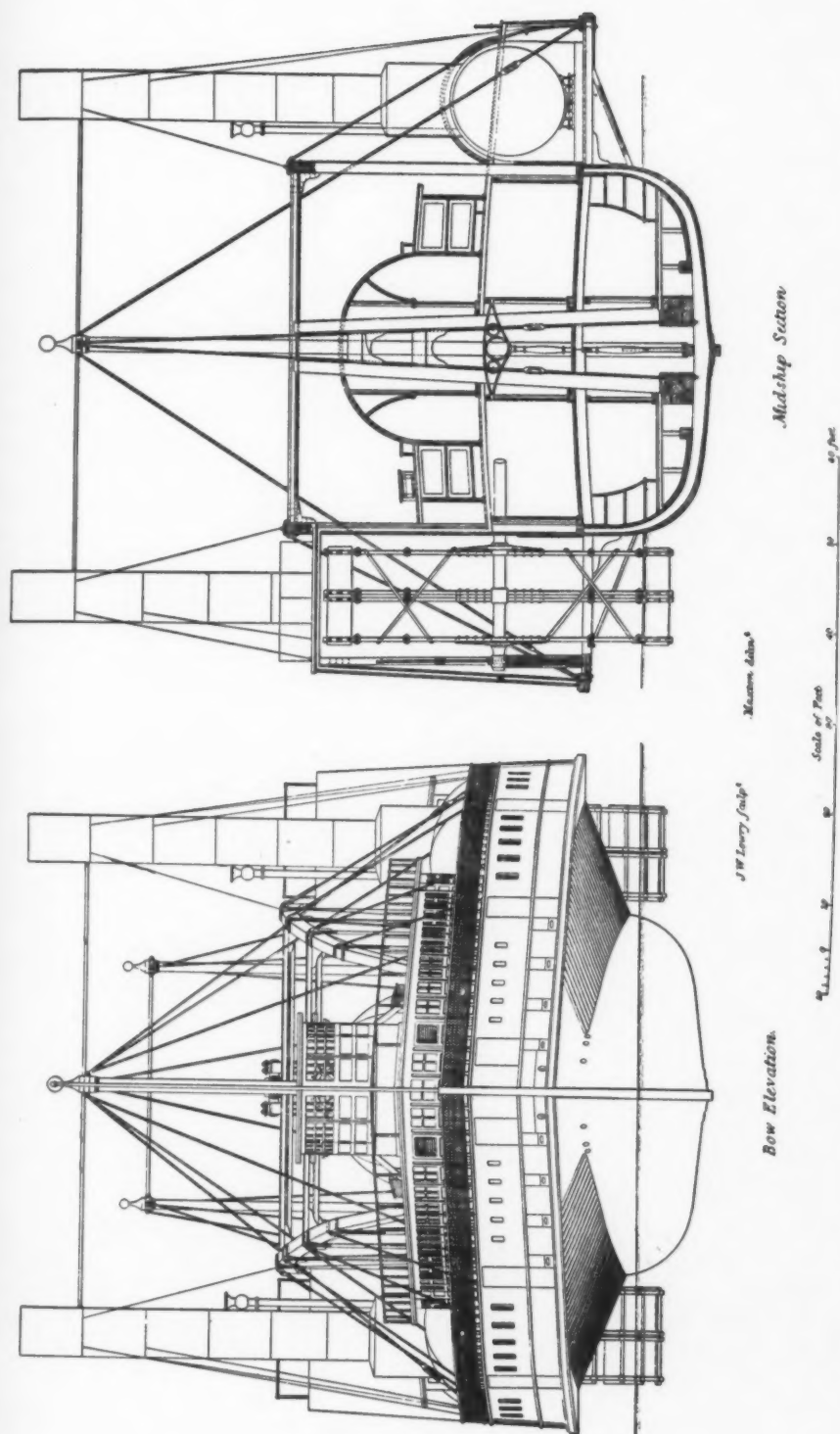


Fig. 2. Bow elevation and midship section of the 1854 Long Island Sound steamboat *Commonwealth*, showing flaring out of the main deck, paddle-wheel recess, and position of boilers on the guards

Plate XI in *Transactions of the Institute of Naval Architects*, London, II (1861), to illustrate a paper by Norman S. Russell 'On American River Steamers.'

'bit' deeply, that a large amount of water would be carried on around building up pressure within the box which might blow out the end. Accordingly 'breather' holes were placed in the face of the box and, with the grouping and arrangement of these openings, paddle box decorations were born. The first breathers were simple round holes placed in the upper part of the box, but later on ovals, diamonds, squares, stars, and other geometric forms boarded across with open slatting were used.

From contemporary drawings we may determine that this practice began before the 1840's.¹ Steamboats up to and including the *Newhaven*, *Portland*, and *Lexington*, built in 1835 and all typical specimens, had plain unadorned boxes.² Figures 3, 4, 5, 6, 7 and 8 show the treatment given representative steamboats of the 1840's and 1850's.³

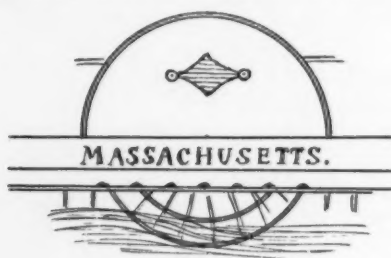


Fig. 3.
Massachusetts, Long Island Sound, 1836



Fig. 4.
North America, Hudson River, 1840

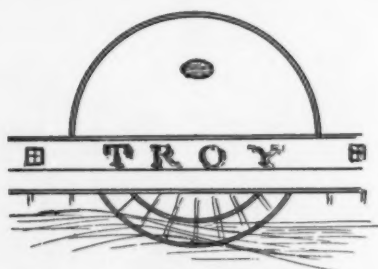


Fig. 5.
Troy, Hudson River, 1840

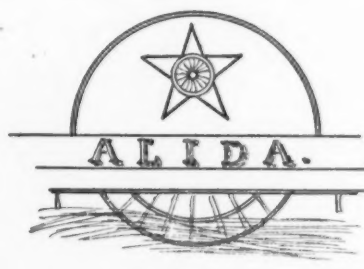
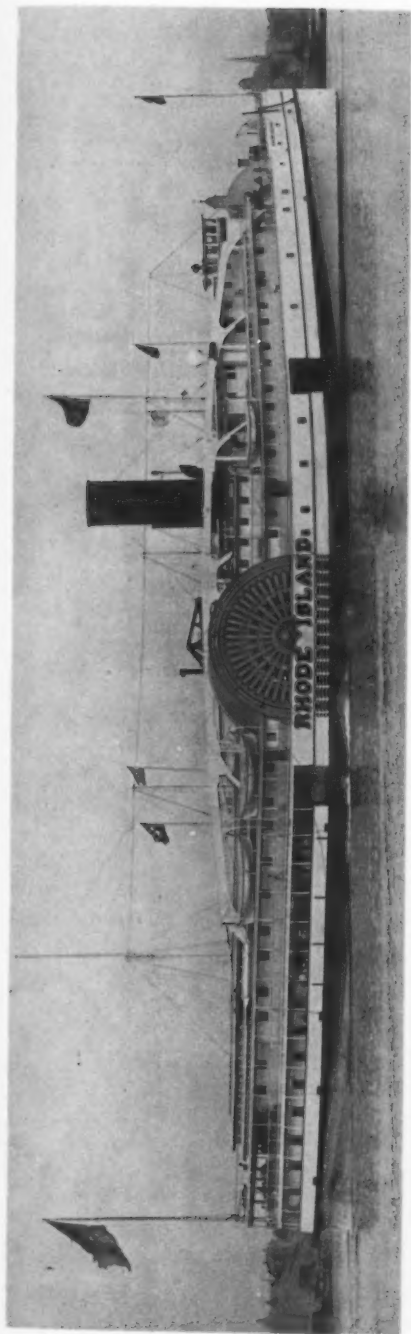


Fig. 6.
Alida, Hudson River, 1844

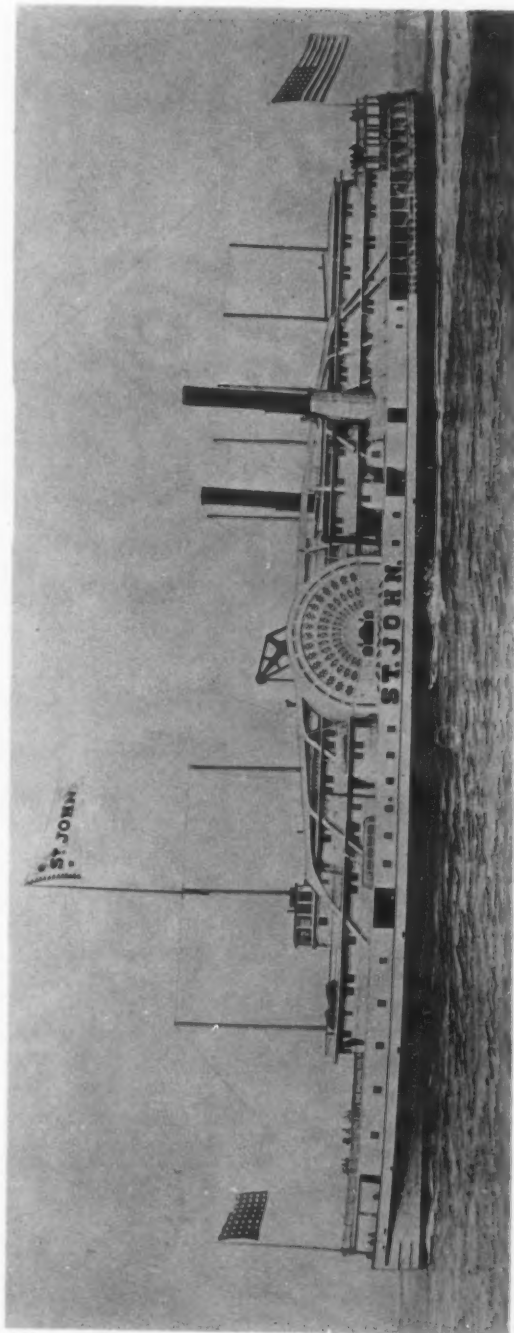
¹ The preparation of this article has been made possible by recourse to invaluable contemporary steamboat portraits in the Eldredge Collection of The Mariners' Museum. Likewise, Messrs. Elwin M. Eldredge and William King Covell were good enough to review the manuscript and their suggestions have been incorporated into the finished article.

² It should not be inferred that all paddle boxes were decorated after this time, for as late as 1864 the *C. Vibbard* was built with a plain paddle box. Also some steamboats, like the 1848 *Connecticut*, originally appeared with plain boxes and were later given decorative ones. Occasionally even the converse held true as for example with the *Saratoga* of 1877 which, although built with an elaborate fan decoration, ended her days with a plain wooden enclosure. This can also be said of the 1873 *Shady Side* and the 1882 *Block Island*, the latter undoubtedly being changed to make her appear more modern in company with vessels of later years with concealed paddle recesses.

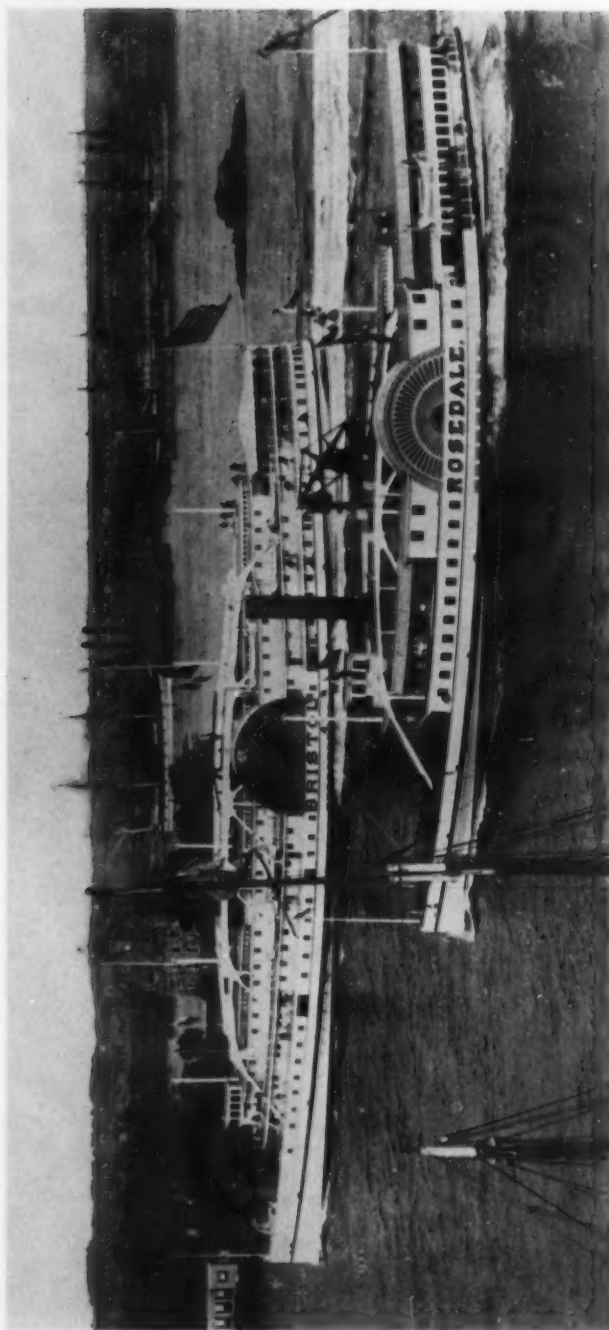
³ None of the author's sketches of paddle box decorations are drawn to scale. All represent star-board side.



*Rhode Island, 332-foot Stonington Line steamboat, 1882-1916, as reboilered with a single funnel
Reproduced from a photograph by N. L. Stebbins in *The Mariners' Museum**



*St. John, 420-foot Hudson River night boat, 1863-1885
Reproduced from a photograph by Captain Benjamin owned by Elwin M. Eldredge*



*Bristol, 362-foot Fall River Line steamboat, 1867-1888, and Rosedale, 261-foot Long Island Sound steamboat, 1877-1922
Reproduced from a photograph made in New York Harbor in the 1880's in The Mariners' Museum*



Fig. 7.
Oregon, Hudson River, 1845



Fig. 8.
Mayflower, Boston Harbor, 1845

Judging by the prevalence of its use, the most popular type of decoration in vogue up until the War of Secession seems to have been the oval window which showed a considerably increased 'fanciness' over the plain type used on the *Cleopatra* as first built in 1836 and on the *Troy* in 1840. Figures 9, 10 and 11 show a few variations of this form.

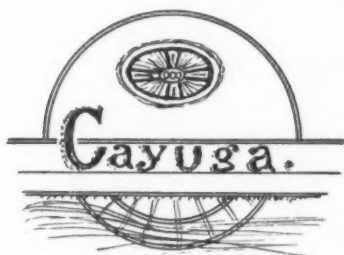


Fig. 9.
Cayuga, Hudson River, 1849

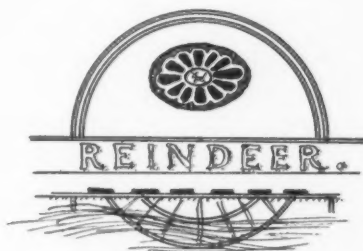


Fig. 10.
Reindeer, Hudson River, 1850



Fig. 11.
Glen Cove, Long Island Sound, 1854

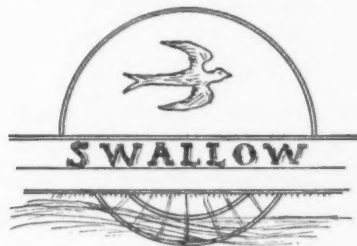


Fig. 12.
Swallow, Hudson River, 1836

Bas-relief carvings and paintings likewise began to appear on some paddle boxes in the ante-bellum period. The 1836 *Swallow* sported its namesake (Figure 12), and the 1837 *John W. Richmond* carried an eagle. Both the 320-foot *Hendrick Hudson* and the *Rip Van Winkle* of 1845 had elaborate oil paintings, the former showing in an oval composition some fifteen feet in length a landscape view looking up the river on which the

vessel plied. The portrait of Jenny Lind on the little 1850 steamboat of that name would certainly receive an 'A' for effort if not for artistic likeness. Both the *Metamora* of 1846 and the *Santa Claus* of 1845 carried interesting paintings. The former had a huge portrait of the eminent American tragedian, Edwin Forrest, in the character of Metamora, while the latter had a picture of Kriss Kringle astride a chimney top, laden down with the traditional bag of gifts.

The form which was destined to find the widest use also first appeared in the 1840's. This was the sunburst or fan, and it is safe to say that this type was exploited in all its variations until the 1890's when the paddle box lost its structural identity and disappeared, being built into the side of the vessel. It would be impossible to describe in detail the countless types of fan decoration which have adorned the sides of American side-wheelers. However, it was customary to have the rays emerge from a lunette in the center which carried a stylized painting or bas-relief carving. Crests, coats of arms, eagles and such were the most popular, although in many cases the lunette shape was covered or entirely supplanted by an American seal.

Frequently the lunette carvings were highly involved. The one carried by the *Galafre*, built at New York in 1864 for Cuban service, has been described in contemporary notes made by the artist, James Bard, supplementing his preliminary sketch of the boat. The central figure in the lunette here represented Neptune, his fists bristling with thunder bolts, riding in a red and white conch shell drawn by a pair of horses.

The fan rays were formed of pine slats running either continuously to the periphery of the paddle box or broken into shorter rays of varying length. The *C. Vanderbilt* of 1847 (Figure 14) and the 1854 *Commonwealth* (Figure 13) had long, relatively simple rays extending from their lunettes. The *Ocean* of 1849 and the *Boston* of 1850 (Figure 16) had short thick rays emerging from, unpleasantly enough, large painted eyes.

Those fan-shaped decorations which were applied to steamboats built after the War achieved in some cases remarkably delicate effects and the paddle box of the 1867 Champlain steamer *Adirondack* (Figure 17) appeared to be of lace. In her case the central lunette was a painting of an enormous buck with spread antlers. The 1881 Norwich Line *City of Worcester* (Plate 9) likewise carried lace-like fan decorations. The designs were accented in brilliant colors and if the ship were well maintained the effect remained striking throughout her life, forming a vivid contrast to her invariably white superstructure. Figures 13, 14, 15, 16, 17, 18 and 19 portray some typical fans ranging from Maine to Chesapeake Bay.

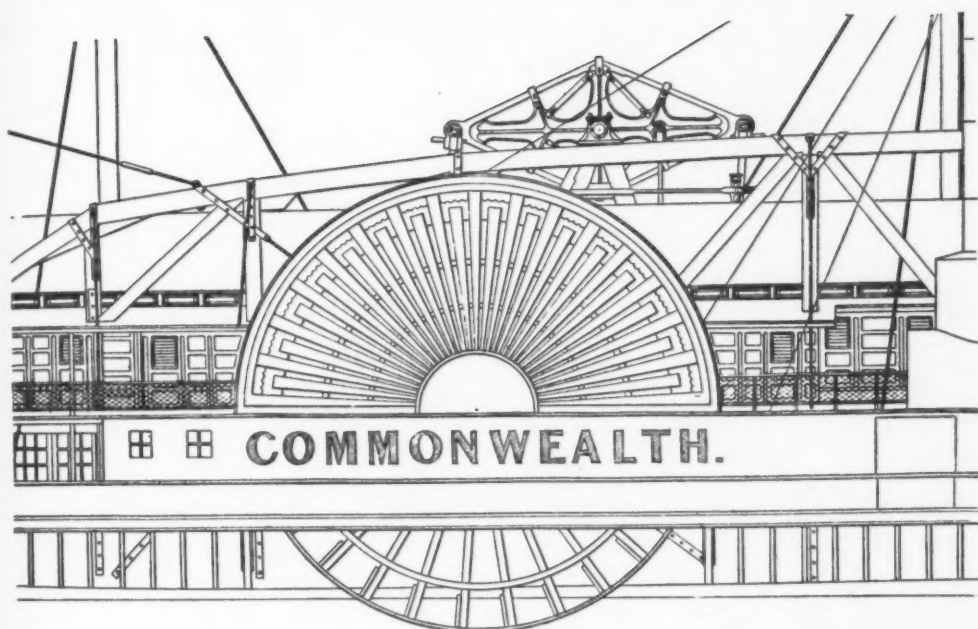


Fig. 13. *Commonwealth*, Long Island Sound, 1854
 Starboard side detail of Plate IX in *Transactions*, London, 1861, op. cit.



Fig. 14.
C. Vanderbilt, Long Island Sound, 1847

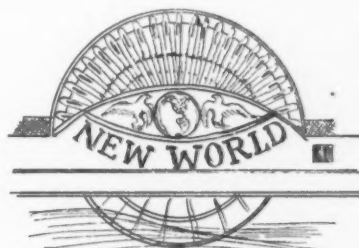


Fig. 15.
New World, Hudson River, 1848



Fig. 16.
Boston, Maine coast, 1850



Fig. 17.
Adirondack, Lake Champlain, 1867



Fig. 18.
Florida, Chesapeake Bay, 1876

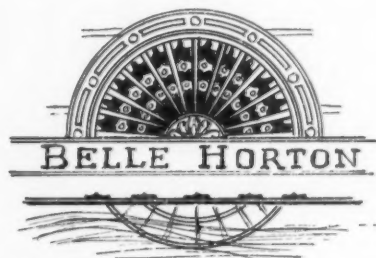


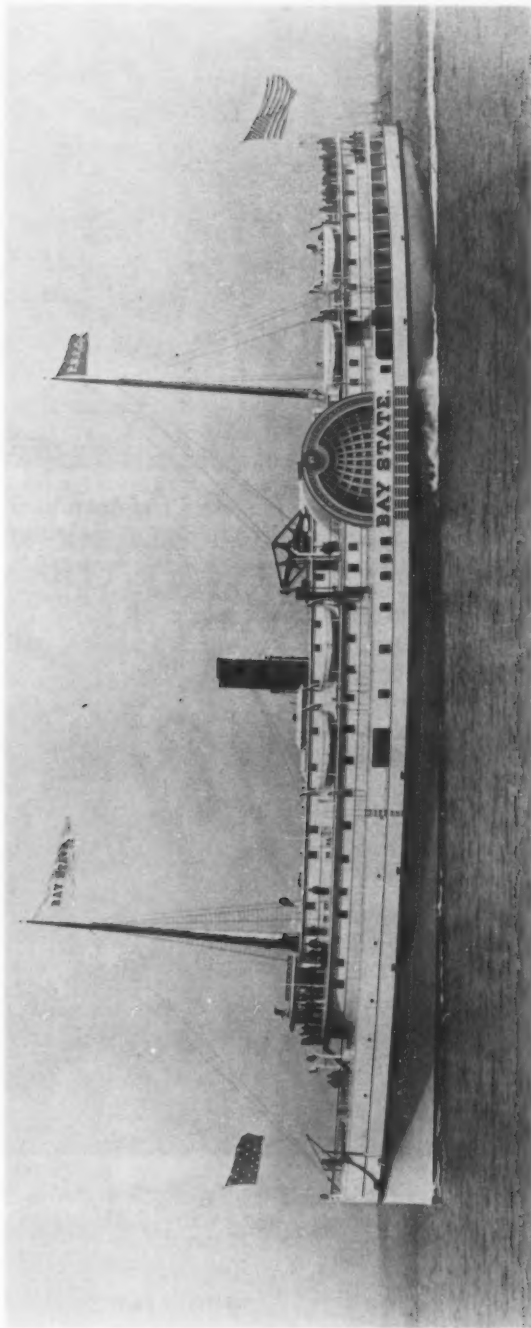
Fig. 19.
Belle Horton, Hudson River, 1881

Some word should be given here of the size of paddle boxes. The larger Hudson River and Long Island Sound steamboats, measuring in excess of 300 feet in length, carried paddle-wheels between 35 and 40 feet in diameter. Usually the protecting box fitted close and so was not much larger, but there were some exceptions as when they were made considerably larger for the sake of achieving an impressive height. The 1854 *Commonwealth*, mentioned above, was 316 feet in length over-all, 42 feet moulded beam, by 77 feet beam over her guards. Her wheels were 38 feet in diameter by 10 feet 6 inches face of bucket. Her paddle box outside dimensions scale to 41 feet in diameter by 20 feet high.⁴ The *City of Worcester* (Plate 9), but twenty-five years later, likewise had wheels of 38-foot diameter with a box 41 feet across the bottom, the center lunette being 10 feet in diameter by 6 feet high.⁵ Except on relatively small steamboats the top of the box would project well above the gallery deck (Plates 10, 11) and have a flight of steps leading to the top with a transverse cat-walk, from which lofty station the captain might con the ship when docking. On those ocean going side-wheelers, usually British, with inclined engines and no walking beam, an actual bridge spanned the space between the paddle boxes, and the present steamship navigator's bridge, moved forward and placed in front of the wheel-house, must trace its ancestry back to this form.

The rules governing good and bad architecture are of course subject to different interpretations in different periods. Certain fundamentals hold true, however, and paddle box decorations, like many other forms of artistic endeavor, went into a decadent period. Truth in architecture is to be desired; no matter how structurally sound, the building which looks topheavy is in bad taste. As long as the paddle box was treated for what

⁴ Norman S. Russell, 'On American River Steamers,' *Transactions of the Institution of Naval Architects*, London, II (1861).

⁵ From original plans by Harlan and Hollingsworth, Wilmington, Delaware, in 'The Mariners' Museum.



*Bay State, 281-foot Portland Steam Packet Company, Maine coast steamboat, 1894-1916
Reproduced from a photograph by N. L. Stebbins in The Mariners' Museum, Eldredge Collection*



Carved eagle lunette from the Fall River Line steamboat *Metropolis* of 1885, now installed on the pediment of the Newport, Rhode Island, Artillery Company Armory
Reproduced from a photograph owned by William King Covell



Carved eagle lunette, said to be from the Hudson River steamboat *Kingston* of 1837, in The Mariners' Museum

it actually was, an absolutely flat surface, the flights of fancy of its decorators might be permitted. However, with the construction of the Hudson River night boat *St. John* (Plate 11) in 1863, an astonishing effect was produced. Lines of perspective appeared in the design (Figure 20) which

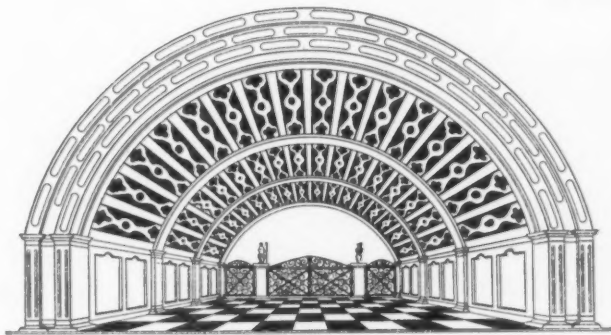


Fig. 20. *St. John*, Hudson River, 1863, drawing by Lindsay A. Fowler

gave the effect of looking into a long colonnaded room extending through the inside of the boat. The effect of perspective was heightened by painting in a tile floor of contrasting shades. Deep inside the composition a gate built up of lattice work gave out onto a painted landscape. Two years later the *Dean Richmond* appeared with similar paddle box treatment which must certainly have given a startling impression to passengers on passing boats. The *Drew*, built in 1867, had a slight variant (Figure 21) in

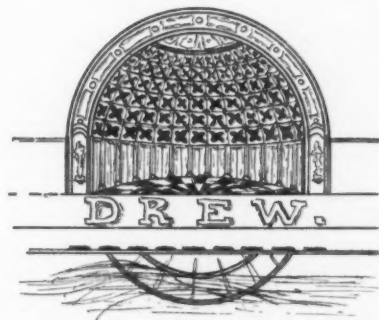


Fig. 21. *Drew*, Hudson River, 1867

that the effect was of a tile-floored, dome-shaped chamber with a heavily coffered classical ceiling like the Pantheon. Statues stood in niches at either end.

Although the tiling was omitted, the luxury Fall River Liners *Bristol* (Plate 12) and *Providence*, both 373 feet in over-all length, built by Wil-

liam H. Webb in 1866-1867, also treated their flat-surfaced paddle boxes as dome-shaped chambers, the recessing effect being achieved by bowing down the line carried across by the gallery deck and making the other allegedly horizontal lines curve proportionately downward. A detail taken from Mr. Webb's plan of the *Providence* (Figure 22), reproduced

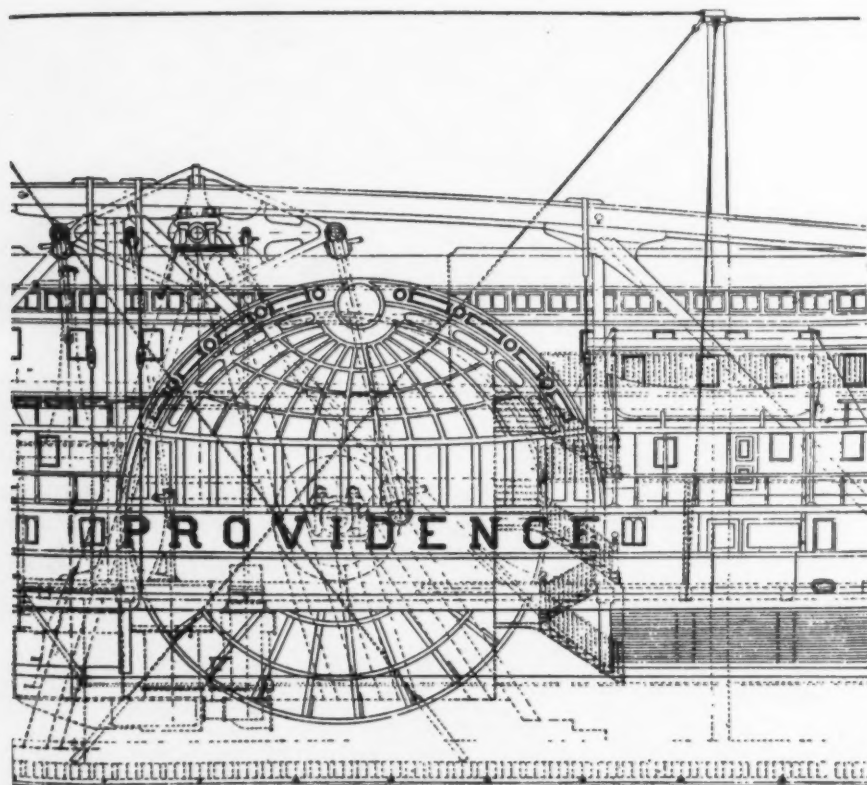


Fig. 22. *Providence*, Long Island Sound, 1867

Port side detail of elevation drawing in *Plans of Wooden Vessels . . . Built by William H. Webb, 1840-1869* (New York, 1897), Vol. II.

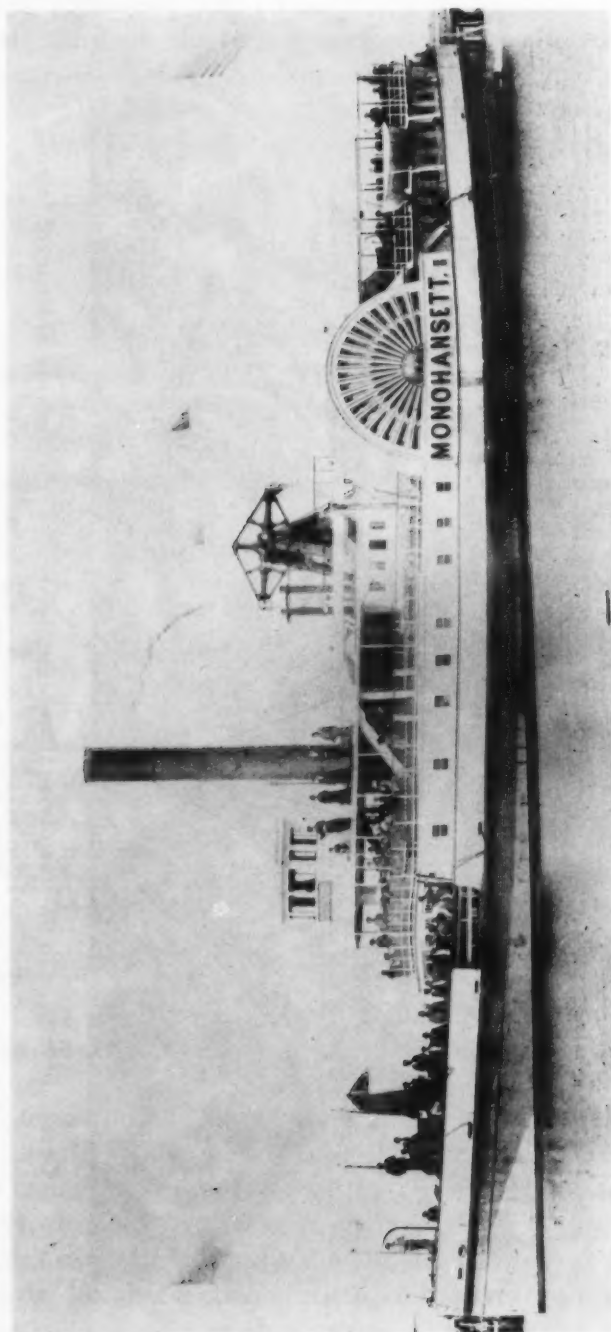
herewith, well shows how this amusing and also unseaworthy effect was produced.⁶ It should be noted that the shaft of the 38-foot 8-inch diameter wheels came slightly forward of the center of the paddle box, 45 feet in diameter, thus leaving a larger open space aft of the wheel to accommodate water carried around by the buckets rotating at 19 r.p.m.

'Pantheon style' became a characteristic of the larger sound boats and

⁶ Actually the *Providence* was not built exactly according to this plan, but the effect held true nevertheless. *Plans of Wooden Vessels . . . Built by William H. Webb, 1840-1869* (New York, 1897), Vol. II.



Carved lunette from the steamboat *Monohansett* of 1862, in the Peabody Museum of Salem



*Monohansett, 174½-foot New Bedford, Martha's Vineyard and Nantucket steamboat, 1862-1904,
showing the lunette reproduced in Plate 15*

Reproduced from a photograph in the Peabody Museum of Salem, F. B. C. Bradley Collection

similar paddle boxes appeared on the Stonington Line *Massachusetts* of 1877 and the famous Fall River *Pilgrim* of 1882. The former had fake tile flooring painted on at first which was later eliminated, the whole box being lowered.

The 390-foot 'iron monarch,' as the *Pilgrim* was known, was built by John Roach and Sons at Chester, Pennsylvania, and much resembled her Fall River Line predecessors, *Bristol* and *Providence*, except for the absence of hog framing made unnecessary because of her iron hull, and the placing of her twin stacks fore and aft instead of thwartships. Her walking beam engine was then the largest ever to have been constructed and turned 41-foot diameter wheels weighing 85 tons apiece without counting the 26-inch steel shaft!⁷

The next Fall River Line passenger steamer, the 420-foot, steel hulled *Puritan* of 1889, and all others subsequently built gave up visible paddle boxes entirely, the paddle recesses being incorporated within the side of the hull and their very existence disguised by the fact that rails and fake windows in line with the regular ones were carried across in front of the cavity in which the wheels turned. Vertical air trunks led from the top of the boxes to the hurricane deck to equalize pressure in the absence of perforations in the face of a decorated box.

Inasmuch as the *Puritan*, although built only six years after the *Pilgrim*, was the first important sound-class steamboat to omit the paddle box, it is interesting to look into the causes which brought this about. In 1883 the Fall River Line tried out on its new freight steamer *City of Fall River* two important changes which, proving successful, were later incorporated in the *Puritan*. The first of these was the compound vertical beam engine which utilized fuel to far better advantage than the single cylinder beam type. The second was the feathering paddle-wheel in which the shaft was lowered and the paddles or buckets were mounted independently of the radial wheel spokes and, actuated by rocker arms, so changed their pitch as to give a more authoritative 'bite' to blades more deeply immersed.⁸ Although feathering wheels were no novelty, the *Richard Stockton* having carried Morgan feathering wheels in 1851, radial wheels had been the rule with the large passenger boats of Long Island Sound. These two features incorporated within the same boat made it possible to decrease the size of the paddle-wheel and to speed up its efficient revolutions with increased power from the engine. The *Puritan*, although 30 feet longer than the *Pilgrim*, carried 24 r.p.m. wheels of only 35-foot diameter, the

⁷ *Scientific American*, 30 June 1883, p. 402.

⁸ William King Covell, 'Steamboats on Narragansett Bay,' *Bulletin of the Newport (R. I.) Historical Society*, January 1934, No. 90.

size formerly found on vessels under 300 feet in length.⁹ The now relative insignificance of the wheels might well have prompted the decision to hide them entirely rather than build enlarged paddle boxes which would compare in size to those on her smaller predecessor, thus wasting valuable space. In any event, practically all side-wheelers built after this time likewise concealed their paddle recesses.¹⁰ (Figure 23.)

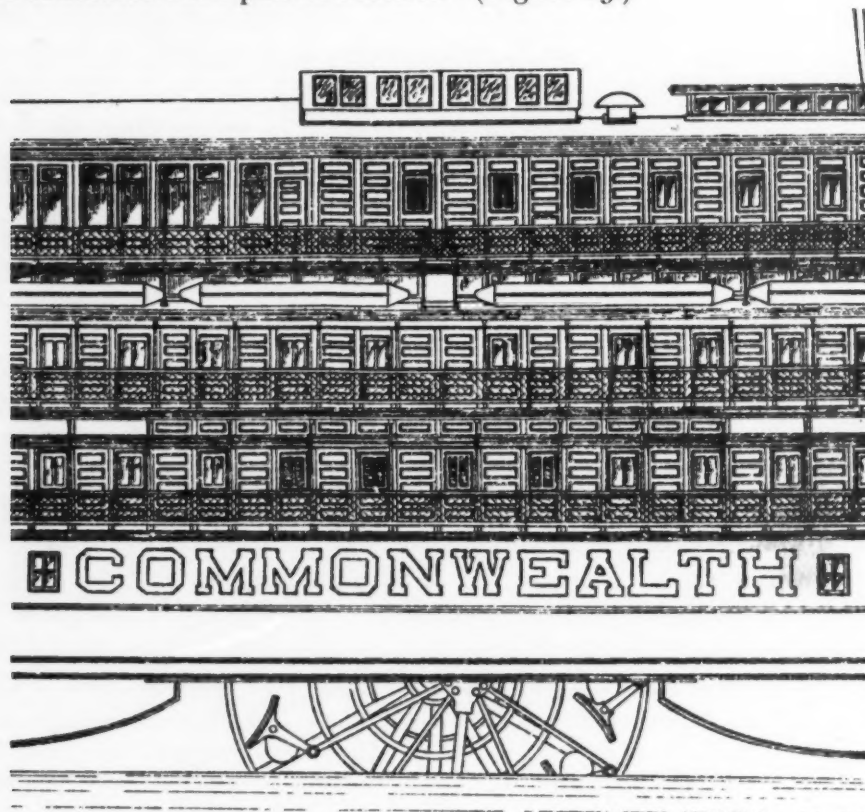


Fig. 23. *Commonwealth* (II), Fall River Line, delivered June 23, 1908
Starboard side detail of Plate 128 in *Transactions of the Society of Naval Architects and Marine Engineers*, XVI (1908), to illustrate a paper by Warren T. Berry and J. Howland Gardner 'The Steamer *Commonwealth*.'

⁹ The 1908 *Commonwealth* carried this trend even further. She measured 455 feet in length and had 33-foot diameter paddle-wheels actuated by a double inclined compound engine. See: Warren T. Berry and J. Howland Gardner, 'The Steamer *Commonwealth*,' *Transactions of the Society of Naval Architects and Marine Engineers*, XVI (1908), 230-246. A contemporary description of the *Puritan* is in *Scientific American*, 22 June 1889, p. 388.

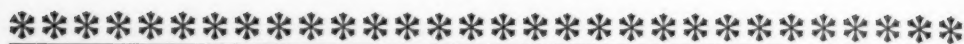
¹⁰ This trend was likewise not wholly confined to new construction for the 1881 *Ida* as built by Harlan and Hollingsworth had fan-box wheel-housing which, when she was rebuilt by the same firm in 1894, was removed, the boat being given concealed recesses, which incidentally have always seemed to be characteristic of double-ended ferry boats.

By way of the exception proving the rule, the last fancy 'hollow' dome-shaped paddle boxes were applied to the relatively smaller Down-Easter *Portland* in 1890 and to her running mate in the Portland Steam Packet Company, the *Bay State* (Plate 13) of 1894, both equipped with old-style radial wheels. The *Portland*, one of the last of the wood hull steamboats, was built at Bath and measured 280 feet in length. It will be recalled that she met her nemesis in the famous November gale of 1898, going down with all hands. Her sister ship, the *Bay State*, also built of wood at Bath, was subsequently rebuilt with feathering wheels and a lower shaft and had her paddle boxes removed before she too came to a premature end by stranding off McKinney's Point on 24 September 1916.¹¹

Although fan-decorated steamboats built after 1890 occasionally appeared, as we have stated, for the most part the paddle box had vanished even though iron- and steel-hulled boats still carried wooden planking on all superstructures above the main deck. However, only a few more years were to pass before the side-wheeler became a thing of the past, for screw propulsion was required in all new construction.

Obviously never aspiring to a fine art, the paddle box decorators have none the less supplied interesting and amusing examples of their inventiveness, kept alive today only by a few carved center lunettes (Plates 14, 15) in marine museums and collections of photographs in the hands of steamboat hobbyists: necessarily so, for 40-foot fans could not be considered felicitous objects to hand down to posterity, and so were scrapped along with the once useful vessels they adorned.

¹¹ John M. Richardson, *Steamboat Lore of the Penobscot* (Augusta, 1941).



Materials for Research in the Files of International Claims Commissions

BY MARIE CHARLOTTE STARK
The National Archives

DURING these days of international violence, a consideration of claims commissions can be viewed with nostalgia for the past or with hope for the future, but hardly with much more than tongue in cheek for the present. Yet, it is out of such periods of stress that many claims arise, and it can be foreseen that at a future time claims may be presented by American citizens against some now belligerent or *de facto* governments. Certainly they will have precedent. The *Alabama* claims grew out of the Civil War; the French Spoliations arose during the Napoleonic era; the claims against Great Britain, 1814, grew out of acts bringing on the War of 1812.

The field of international claims is an extensive one in itself, but it is the purpose of this paper to point out the subject material inherent in the claims records which may prove useful in historical and maritime research.

The archives which form the basis of this investigation are the records of international and domestic claims commissions established between 1794 and 1906 and now located in the Division of State Department Archives of The National Archives. These are claims of American citizens against foreign governments, and, to a small extent, claims of foreign citizens or subjects against the United States, which have been settled by claims commissions, arbitrations, or by outright award, according to the terms of treaties, conventions, or other international acts. International claims commissions, sometimes known as joint or general claims commissions, may be composed of representatives of two or more countries with usually a neutral umpire chosen in agreement by the other two parties. Such commissions are empowered to adjudge any claims against either or both countries arising during a specific period or growing out of a particular incident. Domestic claims commissions are established by a single country to carry into effect a just distribution among its claimant citizens

of a lump sum indemnity received from another country. Arbitrations are usually provided to determine the liability of one country for losses sustained by citizens of another because of certain actions of the former or to settle one or more specified claims. International agreements may provide for outright awards by one country to one or more claimants of another.

The papers of these claims commissions generally consist of the following types of material:

1. *Organization records.* Papers relative to the appointment of the commission and the procedure to be followed in prosecuting and adjudging the claims.

2. *Administrative records.* The official record books and papers of the commission, including the journal of proceedings, the docket of claims, the opinions and the awards of the commissions. In the case of international commissions, these records are usually kept in duplicate and copies furnished to each government.

3. *Legal records.* The memorials, depositions, evidence, and arguments, comprising the cases of the individual claimants. After the adjournment of a commission, these files are usually divided between the governments concerned, each government receiving the papers of its own claimant citizens.

4. *Miscellaneous records.* Claims of American citizens against foreign governments which apparently were never brought before a commission or submitted to arbitration. These papers, most of which relate to spoliation during the Napoleonic era, consist of petitions, memorials, proof submitted by the claimants, and correspondence relating to the claims and to the claimants' attempts to secure settlement thereof. One reason advanced for the existence of this material is that, when a claims commission was established, many memorials were presented which referred to evidence which had already been submitted to Congress and the State Department before there was any formal tribunal for the settlement of claims. This previously submitted material was generally turned over to the commission and became a part of the commission's files, even though the claim may not have been presented to the commission.

The papers of the ninety-six claims commissions in which the United States participated in conjunction with twenty-four countries comprise some 1,548 linear feet of records in The National Archives. Prior to 1926 the records were housed in the State Department in various sub-basements and attics to which they had been removed to make way for office and file space during the first World War. In that year, the Archives Section

of the Historical Adviser's Office, which had custody of the records, undertook to flatten, arrange, and index the claims commission files. Most of this work was done by Mr. Arthur E. Beach, formerly of the Archives Section and now of The National Archives. Mr. Beach has also compiled a comprehensive report on the files, with notes on their origin, acquisition, and custody, and with lists of printed copies of the records whenever they occur.

Since intercourse between the United States and other countries is carried on largely by sea routes, it is obvious that maritime trade should form the background of most of the claims. The claims against France and the Kingdom of Naples involved privateers of the Napoleonic era; claims against Spain involved trade with the West Indies; claims against Great Britain, 1814, grew out of British stoppage of American ships in her effort to curb the slave trade, and those of 1871 from damages incurred by Confederate cruisers on the high seas; claims against Peru grew out of those long voyages around the Horn to trade with South America, the Pacific Islands, and the Orient.

Possibly the largest amount of shipping records is to be found in the claims against France, 1803 and 1831. These files contain ships' registers, shipping receipts, insurance papers, certificates of ownership and of charter, ships' logs, ships' manifests, crew lists, and other ships' papers, as well as contemporary printed schedules of imports, exports, and prices during the period. From these records can be ascertained the types of goods carried back and forth by ship, the size and an approximation of the number of ships, the kind of vessels used and the size of crews, the ports of embarkation and the ports visited, the pay of the crews and the crews' shares of the cargo, the ownership of ships and cargoes, the prices for which cargoes were sold, and the foreign agents handling the sales. The captains' protests to the American consuls also contain the reasons given for acts of spoliation and accounts of what happened to vessels, crews, and cargoes. The nature and amounts of cargoes are interesting subjects to pursue from the memorials and cargo receipts, as is the transshipment of goods which was carried on in trade with the Orient, those long voyages of two years and more with trading stops in South America and the East Indies. A large number of log books are filed with the Claims versus Denmark, 1830.

The writing of insurance by syndicates, often associated with Lloyds of London, was carried over to American marine insurance. There were, of course, ordinary insurance companies as well as private syndicates of underwriters, and a comprehensive study of these can be made from the insurance policies issued by these firms and from the receipts for pay-

ments for losses. The original policies showing the amounts subscribed by each underwriter and the amounts paid to the claimants in cases of loss as well as the rates charged, sometimes as high as thirty per centum, are abundant in the spoliation claims, particularly French spoliations. The insurance rates are also indicative of the dangers involved from seizure on the high seas or in port. This is good background material for the study of the history of insurance rates on maritime shipments. It is interesting to note that Congress and the President have sometimes acted to prevent payment on certain spoliation awards of the Court of Claims to insurance companies for the reason that insurance rates were so high that the gains therefrom were proportionate to the losses from casualties.

The people who played such a large role in the history of American commerce and shipping come to life in these records. Glancing over the names in the indexes for spoliation claims, Leverett Saltonstall, Gamaliel Bradford, Peter Chardon Brooks, gives evidence of the golden age of shipping in New England. The memorials and supporting papers provide an insight into the claimants' personal lives and a comprehensive picture of their business enterprises, which is often enlivened by private correspondence with their wives, children, and business associates. The presentation of a legal claim implies, of course, that the ownership of the claim and the citizenship of the claimant must be proven. Therefore, the memorials include the place of birth of the memorialist and a proof of citizenship if he is not native-born, the place of residence, and names of his heirs and assignees. And if the claim was presented by any one other than the original claimant, the articles of administration or of assign and papers proving the authority of the descendants to present claims are all in the case files, or should be. Claims were often not presented by the persons who allegedly suffered the damages, because adjudication followed by many years the time of original grievance, and because claims may have been presented to more than one commission if they were disallowed on technical grounds by the earlier commissions.

Sociological trends are reflected in the mistreatment of American citizens in foreign countries in times of political unrest, including arrest without warrant, and imprisonment and confiscation of property without hearing or trial, without recourse to counsel, and without recompense for damages. The brutality of the captors, the burning of homes, the ravaging of the countryside, and especially the unwholesome conditions in jails, prison camps, and prison ships are abundantly disclosed in the claims against Mexico, Spain, and Naples. The conditions aboard slave ships intercepted by the British when they were trying to stamp out slave

trade and were not too particular where they stopped it are revealed in the Claims versus Great Britain, 1814. The eating habits of certain nations are shown by the cargo shipments, particularly the trade in pilchards, which figured in the French Spoliations.

In spite of the fact that most of these claims are against foreign governments and only a few are against our own country, it must not be assumed that the political, sociological, and economic facts revealed are pertinent only to foreign countries. Why, for instance, were so many Americans flocking to Mexico to make their fortunes? What were the schemes of American promoters to settle them there? Observe the careers of American soldiers of fortune who joined renegade armies in Mexico and the trek of free Negroes to Mexico and the West Indies, where they might become respected business men. These trends are reflected in the memorials of the claimants giving complete accounts of their grievances, in supporting depositions, usually from eyewitnesses and fellow sufferers, in the formal protests to the American consul at the time the injuries were sustained, in contemporary newspapers and periodicals, and other exhibits.

Finally, it must be remembered that since these are the original records accumulated by claims commissions in settling legally cases of depredation and spoliation, no better source could be found for the study of the procedure for the settlement of such claims. A study of the methods of the claims agents and of the claimants' lawyers in presenting their clients' cases may provide precedents for the future presentation of claims. The lawyers for the claimants usually took a large number of cases before a commission for a percentage of the proceeds, though a special claims agent was appointed by each government to handle all the cases of its own citizens before the commission. One may also study the bases on which decisions were made, the proper procedure for submitting memorials, and the points on which memorials were automatically refused consideration. The importance of this material in the field of international law and arbitration can not be overestimated, as this is the common law of the subject. Moore's *International Adjudications, Modern Series* is based upon these records. The ratio between the amount of damages claimed and the awards of the commissions is also the subject of a study based upon these records in Whitman's *Damages in International Law*.

The records are arranged alphabetically by country with whom the commission was established, thereunder chronologically. Research is facilitated by a separate card index for each commission, containing the names of claimants, owners of vessels and cargoes, and other persons interested in the cases, and the names of ships. About eighty-eight per cent of

the material is covered in the indexes, while the remainder consists of minor adjudications involving only a few claimants. Although most of the material is manuscript, printed memorials, testimony, and other documents are filed with some of the cases. Certain commissions required the printing of about twenty copies of some documents for their use, possibly as a respite from erratic penmanship, and afterwards these printed records were sometimes bound together so that both printed and original records exist side by side. Bound volumes of printed records are to be found in the *Alabama Claims*, the *Claims versus Mexico*, 1868, and the *Claims versus Spain*, 1871. The material included in the printed volumes is incomplete, however, and does not contain all the papers in the folders in the archival collection. Some of the claims, as for example the case of the ship *Macedonian* in the *Claims versus Peru*, have been printed as Senate or House Executive Documents, and some are in *Foreign Relations*, though such instances are rare.

Although this has been an examination of a particular collection of archives, it is by no means possible to ignore related material. For example, there are claims presented to the Senate and House of Representatives in the form of petitions and memorials, sometimes with supporting papers. These claims have often provided the basis for the setting up of a claims commission. When such a commission was established, the claims had to be presented to it directly, so the supporting papers were usually forwarded by Congress to the commission. Nevertheless, many of these claims in the Congressional files were from claimants who did not come under the provisions of international agreements or treaties. There is also material in the Court of Claims files similar to that in the claims commission files, which relates to unsettled claims or to cases which were reopened for one reason or another. These claims, most of which are French Spoliations, may be combed in general for the same types of subject matter as the claims commission papers. The material in the Treasury Department archives regarding claims refers principally to the payment thereof. However, through a technicality, the Treasury archives contain rather complete records for the East and West Florida claims, because the Secretary of the Treasury declared that he had been given no authority to pay the claims and insisted upon the right to review the cases before making disbursements. These records are also available in The National Archives.

Theoretically, the State Department has none of the records of claims against the United States, because, as was noted previously, such records are supposed to be returned to the country of origin. As a matter of fact,

there have been few cases, if any, where the United States has paid a lump sum for claims to a foreign government. But actually, there are on file some claims against the United States by France, 1880, and by Great Britain, 1871 (the *Alabama* claims). According to the Act of Congress agreeing to the establishment of a commission to settle the French claims, the papers were to be deposited in the Department of State. In the latter case, the commission sat in this country and, for some reason or other, the papers were never transmitted to Great Britain.

The original treaties, conventions, and international acts providing for the establishment of claims commissions or settlements by arbitration can usually be found in the treaty files of the State Department archives, but occasionally the originals will be found in the claims files or as enclosures in the *Diplomatic Despatches*. Most of the correspondence relating to the claims at the time they originated, including correspondence between the consul with whom protest was first lodged by the claimant and the Department of State, before recourse to more formal negotiations was instituted, is to be found in the *Diplomatic* and *Consular Despatches*. There is also similar material in the *Miscellaneous Letters* series, when the claimants wrote directly to the Department asking for aid in seeking redress. When such correspondence assumed bulk enough to make up one or more bound volumes, the bound volumes were placed with the claims files. These records are also located in the Division of State Department Archives of The National Archives.

Many studies of claims have resulted in publication, studies of a particular claim or a claimant or points of law, because these international claims decisions are recognized as a force as well as a precedent in the settling of any subsequent acts of injury to the citizens of one country by those of another. But the materials forming the background of the claims, the description of political conditions, trade and shipping, and so on, have not been probed for the underlying information which is there. One reason is that until about 1930, when Mr. Beach brought much of the material together, it was not available in readily usable form. Now there is no reason why the incidental subject uses of this material can not be developed to a much greater extent than formerly. Then it will be realized that these are not claims records alone but contemporary accounts of this nation's progress and of small sectors of the world during some of its most dynamic moments.



Notes

THE OFFICERS WHO SERVED UNDER JOHN PAUL JONES

THIS note was written after reading Edward Ellsberg's *Captain Paul*. To find Acting Sailing Master Samuel Stacy, of the *Bonhomme Richard*, transported in the same capacity to the sloop *Providence*, and to be told that Lieutenant of Marines Samuel Wallingford was third lieutenant of the *Ranger* clearly indicated that, for the benefit of future biographers and romancers of John Paul Jones, it might be well to tabulate the principal officers who actually served under the Chevalier in his various commands. Here they are:

The *Alfred*

(3 December 1775 to 10 May 1776)

| | |
|--------------------|--|
| Commodore | Esek Hopkins |
| Captain | Dudley Saltonstall (wounded in action with the <i>Glasgow</i> , 6 April) |
| 1st Lieut. | John Paul Jones |
| 2d Lieut. | Benjamin Seabury |
| 3d Lieut. | Jonathan Pitcher |
| Lieut. | Jonathan Maltbie |
| Sailing Master | John Earle |
| Surgeon | Joseph Harrison |
| Captain Marines | Samuel Nicholas |
| 1st Lieut. Marines | Matthew Parke |
| 2d Lieut. Marines | John Fitzpatrick (killed in action with the <i>Glasgow</i> , 6 April) |

The *Providence*

(10 May 1776 to 22 October 1776)

| | |
|----------------|--|
| Captain | John Paul Jones |
| 1st Lieut. | William Grinnell (sent prize-master in brigantine <i>Brittania</i> , 27 August) |
| 2d Lieut. | John Peck Rathbun |
| Acting Lieut. | George Lavie (entered in August at Philadelphia) |
| Sailing Master | William Hopkins (sent prize-master in brigantine <i>Sea Nymph</i> , 4 September) |
| Acting Master | Samuel Brownell (superceded by Hopkins, 3 June) |
| Acting Master | Joseph Veazie (entered in August at Philadelphia) |

| | |
|----------------|---|
| Surgeon | Henry H. Tillinghast |
| Lieut. Marines | Alpheus Rice (discharged in August at Philadelphia) |
| Ensign Marines | Edward Arrowsmith (to lieutenant in August to succeed Rice) |

The *Alfred*

(22 October 1776 to 15 January 1777)

| | |
|--------------------|--|
| Captain | John Paul Jones |
| 1st Lieut. | Jonathan Pitcher |
| 1st Lieut. | John Peck Rathbun |
| 2d Lieut. | Robert Sanders (sent prize-master in ship <i>John</i> , 8 December) |
| 3d Lieut. | Pierre Deville |
| Acting 3d Lieut. | George Lavie |
| Sailing Master | Walter Spooner (sent prize-master in brig <i>Active</i> , 12 November) |
| 2d Sailing Master | Zebulon Whippy |
| Surgeon | Henry H. Tillinghast |
| Captain Marines | Edward Arrowsmith |
| 1st Lieut. Marines | William Hamilton |
| 2d Lieut. Marines | Alexander Nelson |

The *Ranger*

(18 June 1777 to 26 July 1778)

| | |
|-----------------|---|
| Captain | John Paul Jones |
| 1st Lieut. | Thomas Simpson (under arrest from 7 May to 28 July) |
| 2d Lieut. | Elijah Hall |
| Sailing Master | David Cullam |
| Surgeon | Ezra Green |
| Captain Marines | Matthew Parke (resigned 19 February as no provision for captain of marines in ship under twenty guns) |
| Lieut. Marines | Samuel Wallingford (killed in action with the <i>Drake</i> , 24 April) |
| Lieut. Marines | William Morris (entered in June 1778) |

The *Bonhomme Richard*

(4 February 1779 to 25 September 1779)
shifted to the *Serapis*

(26 September 1779 to 21 November 1779)

| | |
|----------------|--|
| Captain | John Paul Jones |
| 1st Lieut. | Robert Robinson (discharged by court martial 8 August) |
| Lieut. | Peter Amiel (leave of absence 18 June) |
| 2d Lieut. | Richard Dale (to 1st lieut. 8 August) |
| 3d Lieut. | Henry Lunt (to 2d lieut. 8 August) |
| Acting Lieut. | Edward Stack |
| Sailing Master | Cutting Lunt (captured in boat in pursuit of deserters, 23 August) |

| | |
|-----------------|--|
| Master's Mate | Samuel Stacy (to acting master, 24 August) |
| Surgeon | Lawrence Brooks |
| Captain Marines | Lieut.-Col. Paul de Chamillard |
| Captain Marines | Lieut.-Col. Antoine Felix Wybert |
| Lieut. Marines | Eugene Macarty |
| Lieut. Marines | James Gerald O'Kelly |

The Alliance

(22 November 1779 to 12 June 1780)

| | |
|--------------------|-------------------|
| Captain | John Paul Jones |
| 1st Lieut. | Richard Dale |
| 1st Lieut. | James Degge |
| 2d Lieut. | Henry Lunt |
| 2d Lieut. | John Buckley |
| 3d Lieut. | James Lynd |
| Sailing Master | Samuel Stacy |
| Sailing Master | John Larcher |
| Surgeon | Amos Winship |
| Captain Marines | Matthew Parke |
| 1st Lieut. Marines | James Warren, Jr. |
| 2d Lieut. Marines | Thomas Elwood |

The *Alliance* carried virtually two sets of officers — those from the *Bonhomme Richard* as well as her own. The French officers, who had served as marine officers on the *Bonhomme Richard*, left the *Serapis* in the *Texel*.

The Ariel

(18 June 1780 to about 1 May 1781)

| | |
|-----------------|--|
| Captain | John Paul Jones |
| 1st Lieut. | Richard Dale |
| 2d Lieut. | Henry Lunt |
| Sailing Master | Samuel Stacy |
| Surgeon | Amos Winship (left ship at L'Orient, 15 October) |
| Captain Marines | William Nicholson |
| Lieut. Marines | Louis de la Valette |

WILLIAM BELL CLARK

AVERAGE SAILING VESSEL PASSAGES TO SAN FRANCISCO

ALTHOUGH a great deal of information is available on the subject of fast passages by sailing vessels, little attention has been paid to their average performance. It is often of interest to compare the record of a particular vessel on a given run with the average time of all her contemporaries over the same run.

The accompanying table gives data on average sailing ship passages to San Francisco during the years 1880, 1900, and

1920.¹ All ports or coasts are included from which four or more arrivals were recorded during any one of these years. The number of arrivals on which the average is based is also given, thus affording in addition some indication of shifts in sailing vessel trades during the forty-year period.

A similar tabulation for the port of San Diego, covering the whole modern sailing ship period, was given by Jerry MacMullen, 'Sailing Vessels in the San Diego Trade,' *Bulletin No. 1 of the Maritime Research Society of San Diego* (1940).

| YEAR: | 1880 | | 1900 | | 1920 | |
|--------------------------|--------|-----------------|--------|-----------------|--------|-----------------|
| | Number | Mean time, days | Number | Mean time, days | Number | Mean time, days |
| ARRIVALS FROM: | | | | | | |
| United Kingdom | 59 | 140 | 45 | 146 | 0 | — |
| Hamburg | 3 | 154 | 10 | 148 | 0 | — |
| Antwerp | 0 | — | 21 | 148 | 0 | — |
| France | 5 | 156 | 1 | 114 | 0 | — |
| East Coast U.S. | 53 | 136 | 14 | 147 | 0 | — |
| Rio de Janeiro | 10 | 96 | 1 | 110 | 0 | — |
| River Plate | 12 | 83 | 2 | 86 | 3 | 98 |
| Valparaiso | 12 | 61 | 1 | 59 | 0 | — |
| Nitrate Ports | 6 | 63 | 6 | 56 | 1 | 57 |
| Callao | 15 | 43 | 3 | 57 | 1 | 48 |
| Panama | 1 | 59 | 1 | 78 | 9 | 65 |
| Costa Rica | 4 | 40 | 0 | — | 0 | — |
| Guatemala | 5 | 44 | 0 | — | 0 | — |
| Acapulco | 8 | 39 | 3 | 35 | 0 | — |
| San Blas | 6 | 38 | 1 | 35 | 0 | — |
| Carmen Island | 5 | 30 | 0 | — | 0 | — |
| Calcutta | 4 | 112 | 2 | 132 | 0 | — |
| China | 22 | 60 | 2 | 69 | 1 | 65 |
| Japan | 14 | 39 | 6 | 33 | 0 | — |
| Manila | 4 | 66 | 1 | 88 | 2 | 88 |
| Australia | 46 | 69 | 56 | 71 | 6 | 84 |
| New Zealand | 9 | 57 | 0 | — | 2 | 52 |
| Tonga | 0 | — | 0 | — | 11 | 64 |
| Fiji | 0 | — | 0 | — | 10 | 76 |
| Samoa | 2 | 45 | 2 | 55 | 5 | 57 |
| Tahiti | 20 | 37 | 12 | 37 | 4 | 62 |
| Hawaii | 86 | 20 | 196 | 21 | 3 | 21 |
| Puget Sound ² | 270 | 11 | 116 | 12 | 0 | — |
| Alaska | 30 | 18 | 36 | 16 | 9 | 18 |
| Bering Sea | 1 | 21 | 23 | 23 | 21 | 21 |
| Okhotsk Sea | 6 | 35 | 5 | 32 | 0 | — |
| Arctic Ocean | 4 | 26 | 6 | 36 | 1 | 34 |

JOHN LYMAN

¹ Sources: San Francisco *Alta*, 1880; *Examiner* and *Chronicle*, 1900; *Weekly Commercial News*, 1920. The only sailing vessel arriving at San Francisco in 1940 was the ship *Pacific Queen* from Los Angeles.

² Square-riggers only.

THE FAMOUS CHINESE NAVIGATOR
HEE-LI

IN THE AMERICAN NEPTUNE, I (1941), 182-183, Mr. Ernest S. Dodge, reviewing Riesenbergs' *The Pacific Ocean*, says very properly, 'I think the general level of this book can be best judged by the following quotation from the first chapter: "There is the story of the Chinese sailor Hee Li, whose name is strangely significant in modern pronunciation, who was driven off the coast of China in the year 200 B.C. until he reached the distant land of Fu Sang and explored the coast for 100 miles. He is supposed to have entered the great bay of Hong Tee, said to be San Francisco Bay. But we rather think Hee Li."' I wonder if Mr. Dodge, or other 'Neptunians' are aware of the implications of this quotation. Although Riesenbergs is facetious about the name Hee Li, the fact that he introduces the subject at all indicates that he did not grasp the significance of 'the story of the Chinese sailor Hee Li.' In this he is in good company, for in *A History of California: the Spanish Period*, by Charles E. Chapman, Ph.D. (New York: The Macmillan Company, 1921), a well-known and generally excellent text-book by a late professor of history at the University of California, the learned author says:

'The one thing lacking to prove Chinese visits to this coast has been that of incontrovertible literary evidence. According to the *New York Tribune* of September 10, 1890, the Reverend Doctor Shaw (missionary in China) claimed to have discovered a manuscript at Si-Ngan-Foo, China, proving that a regular trade existed between China and California in the first century of the Christian era. This assertion seems never to have been verified.'

Now, it is not the assertion that lacks verification, it is the source cited by the author of the text-book. If Professor Chapman had himself read the *Tribune* article, it is incredible that he would have mentioned it seriously in his history. Riesenbergs may have seen the ex-

posé in the *California Historical Society Quarterly* in which the *Tribune* text is given.¹ If he did see it, he didn't read it very carefully. At all events he misquoted it. Query: Isn't it just as reprehensible to misquote a 'spooof' as it is to misquote an authentic document?

And what a swell spooof the Hee-Li story turns out to be! Notice the date of the *Tribune* article, 1890, and the place, New York. 'That Chicago may be better prepared for the Fair in 1934 than in 1892 looks reasonable.' There's the inspiration for the whole thing—give Chicago even more time—make it plenty—1983, not 1893! So the talented scribe invents Dr. Shaw, and Hee-Li, and Hi-Thinc. Will historians of a future day be misled if the story is reprinted in the austere pages of THE AMERICAN NEPTUNE? Will it incite a discussion of the vagaries of Chinese navigation? I almost hope so. What say you, Editor? Let's go?

FRANCIS P. FARQUHAR

*Dr. Shaw's Important Discovery*²

That Columbus did not discover America seems of late to have been pretty generally established. At least, we are assured by those who favor the idea that some Norseman (name not yet fully agreed upon) did discover it that their view of the matter is rapidly gaining ground, and that all intelligent persons now regard Columbus as an impostor. Consequently, it follows that the World's Fair should not be held in 1892, but should be postponed till some anniversary of this Norse discovery, in 1934

¹ Douglas W. Watson, 'Did the Chinese Discover America? A Critical Examination of the Buddhist Priest, Hui Shen's Account of Fu Sang, and the Apocryphal Voyage of the Chinese Navigator Hee-Li,' *California Historical Society Quarterly*, XIV (1935), 47-58. Chapman devotes several pages to a discussion of the identity of Fu Sang with California or Mexico. A little research on his own account might have convinced him that Fu Sang was on the other side of the Pacific.

² From *New York Daily Tribune*, Wednesday, 10 September 1890.

or thereabout (exact date not altogether decided on as yet). Indeed, the more enthusiastic of the Norse advocates assure us that the Fair will be so postponed. That Chicago may be better prepared for the Fair in 1934 than in 1892 looks reasonable, but it seems probable that both dates will have to be rejected now that the important discoveries of the Rev. Dr. Shaw, the eminent missionary to China, have been made public.

It is learned from a long letter recently received in this city from Dr. Shaw that in May of this year he visited the interior Chinese city of Si-Ngan-Foo, in the Province of Shen-See, on the Upper Hoang-Ho. Here the Doctor, with the aid of a converted native from the mission station near Ta-Koo, discovered a Chinese manuscript dating back over two hundred years before Christ. In this manuscript it is proved beyond doubt that America was discovered by one Hee-Li, a Chinese navigator, in the year 217 B.C., in the reign of the great Emperor Chi-Hoang-Ti, or Ching-Wang, who has been called the Chinese Napoleon, and who first consolidated the petty kingdoms of the present empire and built the Great Wall. If this date is correct, as it almost certainly is, it follows that we have just passed a convenient anniversary of the great event (the two thousand one hundredth), which fell in 1883; therefore we must look to all true lovers of accuracy to advocate the postponing of the Fair to the year 1983, the two thousand two hundredth anniversary of the original discovery of this continent.

Dr. Shaw sends a few interesting facts, gathered from this priceless manuscript. Hee-Li was the owner and commander of a small junk employed in the coast trade. While making a trip, probably in February, 217 B.C., a great storm struck his vessel and drove it far out to sea. When the storm abated he of course desired to steer west, and again reach the coast of China. As is well known, the mariners' compass was in use by Chinese sailors even at this early day. Now, Hee-Li's junk was infested by yang-si bugs,

an insect closely resembling our cockroach, and one of them had got into the compass during the storm, and become wedged under the needle, where it died, first, however, struggling around the face of the compass and carrying the needle with it, till it (the needle) pointed directly south instead of due north, as it should have done. The intelligent insect, as we intimated, then died, still under the needle, where his body could not be seen. Consulting his compass and depending on it absolutely, Hee-Li, of course, sailed directly east. This he continued to do for three months and some days, marvelling greatly that the coast of China should so constantly recede. Once, on the twenty-fifth day, Hi-Thinc, one of the crew (may his memory perish!) suggested that they must be sailing east, as the sun constantly rose before them, and set behind them, but Hee-Li promptly threw him overboard, saying that his fathers had trusted the compass since the Chow-Chop-Suey dynasty, and it was then too late to doubt it. On what appears to have been June 10 Hee-Li landed between the 36th and 37th degrees of north latitude, probably near the present city of Monterey, California. Two days later one of the crew, while polishing up the compass, discovered and removed the dead yang-si bug, and matters became clearer to Hee-Li.

Hee-Li and his crew of ten men remained in America about three months, exploring the coast for fifty miles to the south and one hundred to the north. He speaks (part of the manuscript is his personal narrative) in high terms of the weather, thus being the first to extol the glorious climate of California. He entered the Golden Gate, and explored the Bay of San Francisco, giving it the name Hong-Tsi, or Great Bay. He bartered with the natives, and finally started on his return to China in September, arriving there in the latter part of the year. From fragments of another manuscript found by Dr. Shaw, bearing date a hundred years later, it appears that this trade thus begun with the American natives

had been kept up till that time, junks visiting the country every few months. Why this trade ever ceased, Dr. Shaw cannot conjecture. Hee-Li died in 197 B.C., twenty years after his great discovery.

Coming at such a time as this it would not seem that too great importance can be attached to the discovery of Dr. Shaw. The great question which has troubled historians for years is settled at last. Clearly it would be the height of folly to celebrate the anniversary of the simple voyage and landing of either Columbus or the Norseman. We must celebrate the anniversary of the true discovery—that of Hee-Li. None will agree with us on this point so readily as those who have favored the Norse discovery. Absolute accuracy in all things is what should always be aimed at. Let the World's Fair be put off till 1983, and then let us all join hands and make it a grand success, and one worthy the great event which it will commemorate—the discovery of the American Continent by Hee-Li, the intrepid Chinese navigator.

ANNA R. HEIDRITTER

ON 3 March 1942, the perils of war-time navigation ended the thirty-two-year career of the American four-masted schooner *Anna R. Heidritter*. After loading a cargo of logwood at Haiti, she had successfully dodged submarines and blacked out steamers as far north as Charleston, South Carolina, where she put in about 10 February. Having been taken ill, her captain left the ship, and Captain Bennett D. Coleman, her former commander and part owner, took charge. Captain Coleman recruited another crew, made ready for sea and anchored off Charleston Bar, 25 February, bound for Chester, Pennsylvania, to deliver his cargo.

After a good run northward, the *Heidritter* was forced to buck an east wind as she neared dreaded Cape Hatteras. The wind from this direction was particularly unfavorable because the vessel had been running close to shore in an at-

tempt to escape detection by any submarines which might be lurking in the vicinity. Ordinarily, she would have been twenty to thirty miles farther out to sea. On 2 March, Captain Coleman anchored off Hatteras Inlet since he felt that wind and sea were too boisterous for him to continue under sail. Soon, however, the wind swung into the southeast and increased in force, leaving the *Heidritter* in an even worse position, since the coastline, at that point, runs from northeast to southwest. The vessel was then lying stern to the beach with two anchors out and in this dangerous position, she got through the night.

During the morning of the third, the storm continuing unabated, she began to drag ashore. After one anchor cable parted, the crew risked seas which were sweeping the deck to put over a third, but smaller, anchor. At twelve o'clock, the two remaining cables having let go, the sea carried the doomed vessel swiftly over an outlying sand-bar, breaking her back, and left her on the beach in a seething caldron of surf. Captain and crew were lashed half way up in the lower rigging to avoid being swept overboard and had to remain in this position until rescued. Fortunately, as she came ashore, the *Heidritter* kept her bow to the sea and the masts held. The storm was so bad that rescue could not be attempted until the following day, when a line was shot across to the vessel and made fast in the spanker cross-trees. The crew then came ashore in a breeches buoy.

Captain Coleman remained by the ship for several days attending to the salvaging of cargo, and even before he left his vessel had begun to settle deep in the Hatteras sands which have claimed so many of her kind.

A tragic sequel to the wreck was the death of Captain Coleman which occurred in an automobile accident at Newark, New Jersey, 12 March. He had commanded the vessel from 1919 until May 1941, when he was forced to remain ashore owing to illness, and had gone to

Charleston to take charge of the *Heidritter* because he believed that, despite the submarine menace, the vessel should deliver her cargo according to charter terms. A man of sixty years' experience at sea, Captain Coleman was held in high esteem all along the Atlantic Coast and was noted for keeping his graceful vessel neat and trim.

The *Heidritter* was launched in 1903 by Kelley, Spear & Company of Bath, Maine. Sailing at first under the name *Cohasset*, she traded to Africa for several years, after which time she caught fire and burned to the water's edge. What remained of her hull was towed to Sharptown, Maryland, and, with this remnant as a basis, the four-master *Anna R. Heidritter* was built and launched in 1910 by the Sharptown Marine Railway Company. She was a handy little vessel of 694 gross tons, 610 net. Her dimensions were 185 x 37 x 13½ feet. The after cabin contained very comfortable accommodations, being remarkable for its amount of headroom.

Thus rejuvenated, the *Heidritter* returned to the trade routes only to be caught in 1918 by a German submarine which reduced her to a helpless, dismasted wreck, abandoned by her crew. The hull was towed into Gibraltar by a British cruiser. After being repaired and sailed back to this country, the vessel was purchased by Captain Coleman and his associates.

For many years, the *Heidritter* engaged in the coastwise coal and lumber trade. Coal was loaded at Perth Amboy, New Jersey, or Newport News for delivery at such southern ports as Charleston or Jacksonville. Lumber was carried from Jacksonville, Charleston or Georgetown to New York or sometimes to New England. These coastwise runs were made with great regularity until 1938, by which time she had begun to show her age, particularly in her under-body which was older than the rest of the vessel. In addition, times were hard for schooners, so that she was forced out of

her accustomed runs and had to take whatever cargoes were offered. This led to occasional trips to Bermuda, the West Indies and Venezuela and also to periods of idleness, while her owners sought for freights. During 1940, however, as demand for tonnage increased, there was plenty of business for schooners. In common with other sailing vessels, the *Heidritter* was able to pick up cargoes at will and was kept busily and profitably employed until her unfortunate stranding in March. With her loss, there remained only four four-masters active under the American flag, *Albert F. Paul*, *Annie C. Ross*, *Herbert L. Rawding* and *Theoline* and two under Canadian colors, *James E. Newsom* and *Lillian E. Kerr*.¹

The reader may be interested in the following table which lists some of the *Heidritter's* voyages during the last few years. While it is an incomplete record, the table gives some idea of the runs involved in the coastwise trade.

ROBERT H. I. GODDARD, JR.

¹ *Albert F. Paul* has been missing since she sailed from Turk's Island, 21 or 22 February 1942 for Norfolk, Virginia, with salt. It is feared that she may have foundered during a severe storm which crossed her course about that time.

Annie C. Ross was reported sold for \$45,000 in October 1942. She was scheduled to engage in off-shore trade which might mean the West Indies, South America or Africa.

For most of 1942, *Herbert L. Rawding* lay idle at Baltimore, Maryland. About 1 November, she was reported fully loaded and anchored in mid-stream, preparatory to sailing. She has been sold to New York parties for \$80,000.

Theoline was sold during the summer of 1942 and loaded at New York for Africa. On the way over, she was wrecked on a coral reef, presumably in the West Indies.

James E. Newsom is reported to have been destroyed at sea by shellfire from a submarine sometime prior to 10 May 1942.

Since 1939, *Lillian E. Kerr* has been engaged in carrying baled wood pulp from Nova Scotian ports to New Haven, Connecticut, returning East with coal loaded at New York. During 1942, she continued steadily in this trade until about 15 November when she was run down by a steamer off the New England coast, and sunk with the loss of all hands.

NOTES

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| Arrived | Date | Days | From | Cargo | Remarks |
|--------------------|---------------------|------|-------------------|----------------|---|
| Charleston, S. C. | 31 January 1933 | | New York | coal | Lost both anchors and chains. Had one hatch stove in. |
| Charleston | 30 April 1934 | 9 | New York | coal | |
| Pawtucket, R. I. | 10 January 1935 | | Georgetown, S. C. | lumber | Was held at dock several weeks by ice. |
| Perth Amboy, N. J. | February 1935 | | Providence, R. I. | light | To drydock for painting and repairs. |
| Charleston | 16 February 1936 | 35 | New York | | Had put into Jacksonville 12 February in distress. |
| Havana, Cuba | 4 April 1936 | 23 | Charleston | | Bound for Sagua. |
| Charleston | 2 August 1936 | 29 | New York | | Sailed 23rd idem for New York. |
| Charleston | 22 October 1936 | 11 | New York | | Via Norfolk, Va. Sailed 16 November for New York. |
| Charleston | 30 January 1937 | 19 | New York | | |
| Charleston | 27 March 1937 | 11 | New York | | Sailed 14 April on return. |
| Charleston | 1 June 1937 | 11 | New York | | |
| New York | 28 November 1937 | 23 | Jacksonville | lumber | Jib-boom and bowsprit carried away by collision with <i>S. S. Pennland</i> off Sandy Hook. Discharged at Norwich, Conn. |
| Jacksonville | 24 April 1938 | 14 | New York | | |
| Providence | 18 May 1938 | 7 | Jacksonville | lumber | |
| Jekyll Is., Ga. | 4 July 1938 | 15 | New York | coal | |
| New York | 12 August 1938 | 7 | Charleston | | |
| New Bedford, Mass. | 6 May 1939 | 13 | Jacksonville | lumber | |
| New York | 25 May 1939 | | New Bedford | | |
| Norfolk | 16 November 1939 | 14 | Bermuda | light | |
| Barbados | 15 January 1940 | 21 | Norfolk | 1000 tons coal | Lay in port five weeks for orders. |
| Charleston | 31 March 1940 | 28 | Barbados | light | Donkey engine disabled. |
| New York | 25 April 1940 | 10 | Georgetown | | |
| Charleston | 7 August 1940 | | Jekyll Is. | light | |
| Jacksonville | 14 September 1940 | 10 | New York | | |
| Las Piedras | 9 February 1941 | | Guadeloupe | light | |
| Charleston | 13 March 1941 | 21 | Las Piedras | fertilizer | To load fertilizer. |
| Jamaica | c. 30 May 1941 | | Jacksonville | | With some loss of sails. Sailed 20 March to discharge at Jacksonville. |
| Philadelphia | 2 October 1941 | | Kingston, Jamaica | logwood | To load logwood at \$16.00 per ton. |
| Newport News | 24 October 1941 | 1 | Philadelphia | light | To load coal for Martinique. |
| Charleston | c. 10 February 1942 | | Haiti | logwood | Captain and crew left the ship. |

THE LATER HISTORY OF AMERICAN
SAILING-SHIPS 'SOLD FOREIGN'

PART III

Vessels built at Damariscotta, Maine

Southampton. Ship, 1,299 tons, built 1851 at Damariscotta, Maine.

Sold to Great Britain prev. 1874 renamed *Lochgoil* [KVBT of Glasgow]. Abandoned 9 February 1878 in 46° 18' N, 18° 2' W.

Carolus Magnus. Ship, 1,568 tons, built 1852 at Damariscotta, Maine.

Sold to Great Britain 1876 [QJNT of London]. Broken up 1888.

Black Warrior. Ship, 1,828 tons, built 1853 at Damariscotta, Maine, by Austin & Co.

Sold to Great Britain 1862 renamed *City of Melbourne* [TWBQ of Liverpool]. Hulk at Melbourne, Australia, c. 1877, broken up 1890.

Two Brothers. Bark, 414 tons, built 1862 at Damariscotta, Maine.

Sold to Australia 1864 renamed *Catherine* [VGPB of Melbourne]. Wrecked 3 October 1871.

Robert Dixon. Ship, 1,313 tons, built 1873 at Damariscotta, Maine, by A. Hall. Sold to Germany 1894 renamed *Zion* [KHQM of Weener], rigged as three-masted schooner. Wrecked October 1904.

Vessels built at Kennebunk, Maine

Mary Lord. Ship, 1,070 tons, built 1856 at Kennebunk, Maine.

Sold to Belgium 1875 renamed *Schaldis* [of Antwerp] and in 1877 renamed *Grand Gustave* [of Brussels]. Sold to Holland 1880 renamed *Marie & Antoinette* [of Schiedam]. Condemned 1888.

Birmingham. Ship, 1,400 tons, built 1860 at Kennebunk, Maine.

Sold to Great Britain 1865 [TKLS of Liverpool]. Sold to Holland c. 1884 renamed *Walraven Melchers* [of Schiedam]. Out of register by 1888.

Longfellow. Ship, 912 tons, built 1860 at Kennebunk, Maine, by C. & T. Ward. Sold to Great Britain c. 1865 renamed *Hampton Court* [VWBF of London]. Sold to Germany 1876 [QCVN of Bremen] and bark rigged. Condemned 1895.

Cheltenham. Ship, 1,169 tons, built 1861, at Kennebunk, Maine.

Sold to Great Britain 1865 renamed *The Craigs* [VPBG of Liverpool]. Abandoned February 1880 in 42° N, 47° W, wind force 12, picked up derelict in 46° N, 30° W and was towed into Queenstown, Ireland. Became waterlogged 12 April 1886 Straits of Florida and condemned.

Columbus. Ship, 1,077 tons, built 1862 at Kennebunk, Maine.

Sold to Great Britain 1863 [VGHs of Liverpool]. Burnt 29 December 1867 in 13° S, 85° E on voyage Liverpool (29 August)-Rangoon, coal.

Stars and Stripes. Ship, 818 tons, built 1862 at Kennebunk, Maine.

Sold to Great Britain 1867 renamed *North Star* [HBQR of Leith]. Missing since 7 January 1880.

Lathley-Rich. Ship, 1,327 tons, built 1868 at Kennebunk, Maine.

Sold to Germany 1877 renamed *Bremen* [QDCN of Bremen]. Stranded 4 February 1881 Levenwick, Shetlands, wind force 8. On voyage Bremerhaven-Baltimore.

Frank N. Thayer. Ship, 1,160 tons, built 1869 at Kennebunk, Maine, by N. L. Thompson.

Sold to Germany c. 1886 renamed *Doris* [QDBR of Bremen]. Sold to Norway 1893 [HFDR of Christiania]. Wrecked February 1896.

Carrie Reed. Ship, 1,352 tons, built 1870 at Kennebunk, Maine, by W. Thompson.

Sold to Germany 1876 renamed *Gustav & Oscar* [QCVT of Bremen]. Sold to Sweden 1905 and to Chili 1907 renamed *Adela* [HCDK of Valparaiso]. Wrecked September 1913.

Columbus. Ship, 1,731 tons, built 1870 at Kennebunk, Maine, by N. L. Thompson.

Sold to Germany 1883 [QDRT of Bremen]. (Sailed Penarth 9 September 1887, spoken 16 October in 6° S, 31° W, bound for Singapore.) Sold to Russia 1894 [VHBJ of Kristinestad]. Dismantled March 1902.

Friedlander. Ship, 1,584 tons, built 1872 at Kennebunk, Maine, by N. L. Thompson.

Sold to Germany 1877 for \$48,000 [QDFV of Bremen]. Sold to Holland 1894 renamed *Friede* [of Schiedam]. Wrecked January 1899.

Pharos. Ship, 1,895 tons, built 1877 at Kennebunk, Maine, by N. L. Thompson.

Sold to Germany c. 1889 renamed *Freiburg* [QFJB of Bremen]. Condemned after collision 26 November 1897 with a steamer 18 miles SE of St. Catherine's Point, Isle of Wight, when bound from Newport News to Hamburg with oak staves, 20 crew.

Furness Abbey. Bark, 1,044 tons, built 1879 at Kennebunk, Maine, by Thompson.

Sold to Norway 1892 renamed *Globus* [JHVT of Stavanger]. In port damaged May 1911.

Vessels built at Yarmouth, Maine

Jacob Leoy. Bark, 411 tons, built 1851 at Yarmouth, Maine.

Sold to Norway 1876 renamed *Bona Fide* [HCDV of Fredrikstad]. Stranded 24 July 1893 Renouquet Rocks, Alderney. On voyage Rochefort-Fredrikshald, ballast.

Detroit. Ship, 1,276 tons, built 1855 at Yarmouth, Maine.

Sold to Norway 1876 renamed *Otto & Antoine* [HLGP of Tönsberg]. Stranded 17 August 1893, three miles W of Wolf Island, St. Lawrence. Wind force 9. On voyage Quebec-London.

Alice D. Cooper. Ship, 1,392 tons, built 1874 at Yarmouth, Maine, by C. F. Sargent.

Sold to Norway 1889 renamed *Dorthea* [of Sandefjord]. Lost 17 October 1893 in 27° N, 70° W.

Charles G. Rice. Bark, 680 tons, built 1879 at Yarmouth, Maine, by Hutchings & Stubbs.

Sold to France 1915 renamed *Alexandre* [HDJP of Fecamp]. Sunk by submarine 12 June 1917.

Vessels built at Maine Ports

Garibaldi. Bark, 538 tons, built 1842 at Camden, Maine.

Sold to Norway 1876 [HVSC of Arendal]. Wrecked 1895.

Yankee Blade. Bark, 452 tons, built 1849 at Gardiner, Maine.

Sold to Great Britain 1874 renamed *Copeland Isle* [TKNS of West Hartlepool]. Abandoned 4 May 1875 off Skelligs, Ireland.

William Frothingham. Ship, 749 tons, built 1851 at Belfast, Maine, by McWhite & Conner.

Sold to Norway 1876 renamed *William Stephenson* [HQML of Skien]. Abandoned at sea September 1890.

Dakotah. Ship, 913 tons, built 1851 at Cumberland, Maine.

Sold British 1860 [LBMV of Bridgewater, Nova Scotia; later of Liverpool]. Abandoned waterlogged 26 November 1872 in 46° N, 35° W.

Rattler. Ship, 1,120 tons, built 1852 at Rockland, Maine, by G. Thomas.

Sold to Portugal previous to 1876 renamed *Teresina Ferreira* [of Lisbon]. Under British registry 1883 as *Martha* [of Shanghai]. Sprang a leak 28 October 1889 in 46° 24' N, 122° 48' W, on voyage Esquimaux, British Columbia, for Shanghai, lumber. Put into San Francisco and condemned.

Break of Day. Ship, 1,831 tons, built 1853 at Calais, Maine.

Sold to Great Britain 1860 renamed *Meteor* [PHCB of Liverpool], renamed 1864 *Naval Reserve*. Stranded 28 November 1881 at Braystones, 8 miles south of St. Bee's Head. Liverpool-New York.

Young Brander. Ship, 1,467 tons, built 1853 at Camden, Maine, by J. Stetson.

Sold to Great Britain 1860 renamed *Timour* [HGKN of Liverpool] and in 1864 renamed *Golden Dream* [of Liverpool]. Abandoned 30 September 1873 in 40° 10' N, 43° 50' W with 18 feet of water in hold, wind force 12. On voyage Pensacola-Liverpool, timber.

Nonpareil (? ex-Fanny McHenry). Ship, 1,097 tons, built 1853 at Frankfort, Maine, by Dunham & Co.

Sold to Great Britain 1864 [VWKT of Liverpool]. Foundered 11 October 1871, 600 miles from New York, wind S, force 12. On voyage Bombay-New York, linseed and leather.

Fanny Buck. Bark, 530 tons, built 1853 at Searsport, Maine. Sold to Norway c. 1875 renamed *Martha* [HFBG of Christiania]. Stranded October 1904 and condemned. Repaired and sold to Russia 1906 renamed *Onni* [VDJP of Luvia]. Broken up 1914.

Golconda. Ship, 1,038 tons, built 1853 at Warren, Maine.

Sold to Great Britain 1876 renamed *Florence Oulton* [KNSB of London]. Abandoned leaking 19 February 1877 in 21° 18' N, 41° 18' W, on voyage *Pabellon de Pica-English Channel* for orders, 1,300 tons guano.

F. W. Cochran. Barkentine, 396 tons, built 1854 at Biddeford, Maine (rebuilt 1876) renamed *Julie* [nationality not stated].

Sold to Great Britain 1876 renamed *Margaret Boyd* [QKRD of Ardrossan]. Abandoned waterlogged 27 November 1881 in 47° N, 31° W, wind SW force 10-12. Voyage Miramichi-Larne with 217 standards of deals, very heavy sea, 9 crew.

Ernestine. Bark, 288 tons, built 1854 at Bucksport, Maine.

Sold to Great Britain 1864 [of Liverpool]. Sold to Denmark 1866 renamed *Dan* [NKBR of Copenhagen]. Sold to Sweden 1900 [JLKQ of Blidö] and to Russia 1910 [of Hangö]. Hulked 1912.

Assam Valley. Ship 1,100 tons, built 1854 at Farmingdale, Maine.

Sold to Great Britain 1865 [VPHW of Liverpool]. Abandoned dismasted 24 August 1873 in 34° N, 67° 34' W, deck load (pitch pine) had shifted in hurricane and 2 men lost. On voyage Pensacola-Liverpool.

Royal Arch. Bark, 431 tons, built 1854 at Pembroke, Maine.

Sold to Great Britain 1860 renamed *Ann Wilson* [HMNJ of Shields]. Dismantled November 1878 at Cardiff.

Golden Horn. Ship, 1,089 tons, built 1854 at Wiscasset, Maine.

Sold to Great Britain c. 1861 [QHDC of Liverpool]. Sold to Norway c. 1873 [HFDQ of Christiania]. Stood by all night and rescued crew of Norwegian bark *Sömand* on 8 November 1895 in 46° N, 57° W. Stranded 15 March 1900 at Gronhoj, Denmark, finally breaking up 28 December 1900.

Tamerlane. Ship, 915 tons, built 1854 at Wiscasset, Maine.

Sold to Germany 1875 [KNHL of Geestemunde] and to Norway 1887 [HMWQ of Sandefjord]. Abandoned March 1906.

Lady Blessington. Ship, 1,087 tons, built 1855 at Belfast, Maine, by Ring.

Sold to Norway 1876 [HPCM of Laurvig]. Condemned May 1904 after collision.

M. L. Frank. Bark, 619 tons, built 1855 at Freeport, Maine.

Sold to Norway 1876 renamed *Frisk* [of Fredrikshald]. Stranded 24 October 1882 near Crowlink, wind force 11. On voyage Miramichi, New Brunswick-Grimsby.

Margaret Quayle. Ship, 1,089 tons, built 1855 at Waldoboro, later renamed *James Honey* (or *Hovey*).

Sold to Great Britain 1864 renamed *Peckforton Castle* [VPDB of Liverpool]. Burnt 16 January 1882 in 32° 25' S, 84° 52' W, on voyage Mexillones-Hamburg, guano.

Good Hope. Ship, 1,295 tons, built 1855 at Wiscasset, Maine, by J. O. Curtis.

- Sold to Sweden *c.* 1876 renamed *Solo* [of Gothenburg]. Stranded November 1881 near Quebec, becoming a total loss.
- Lucy Francis*. Three-masted schooner, 244 tons, built 1856 at Brooksville, Maine.
Sold to Norway 1873 [HDTW of Christiania]. Condemned April 1903 and broken up. (Note age.)
- John Griffin*. Bark, 343 tons, built 1856 at Prospect, Maine.
Sold to Norway 1877 renamed *Avance* [HMBN of Tönsberg]. Sold to Sweden 1894 renamed *Zephyr* [JCTP of Bergqvara] rebuilt and rigged as barkentine. Wrecked 15 September 1896 at Jaerderen, Norway.
- H. B. Mildmay*. Ship 893 tons, built 1856 at Saco, Maine.
Sold to Great Britain 1865 renamed *Elphinstone* [VFQT of Newcastle]. Sold to Sweden 1876 [of Kongsbäck] and to Norway 1884 [HFRT of Christiania]. Wrecked 20 November 1893.
- M. R. Ludwig*. Ship, 1,188 tons, built 1856 at Warren, Maine.
Sold to Germany, *c.* 1875 renamed *Terpsicore* [RDFK of Hamburg]. Sold to Norway 1886 [HWMS of Sandefjord]. Lost by collision 12 November 1890 with steamer 2 miles off South Foreland, Kent, on voyage Quebec-Tyne, timber.
- Shatemuc*. Bark, 959 tons, built 1859 at Bowdoinham, Maine, by Purington. Sold to Great Britain 1874 [NDHT of Liverpool]. Sold to Norway 1884 renamed *General Rye* [of Drammen]. Stranded 16 December 1886 Brothers Rock, Bahamas on voyage Pensacola-Liverpool, timber.
- Village Belle*. Bark, 598 tons, built 1859 Waldoboro, Maine.
Sold British 1864 [TRDQ of Londonderry]. Sold to Denmark 1877 renamed *Anna Casper* [NCWB of Dragör]. Foundered 19 October 1898 St. Andrews Bay, Fifeshire, on voyage Cronstadt-Grangemouth, timber, 11 crew.
- Ironsides*. Bark, 511 tons, built 1862, at Brewer, Maine.
Sold to Canada 1880 [QHNG of Quebec]. Foundered 12 May 1886 leaking, in 31° 30' S, 47° 56' W, wind force 10, on voyage Florida-Buenos Ayres, pitch pine.
- Kentville*. Bark, 728 tons, built 1863 at Belfast, Maine.
Sold to Great Britain 1868 [of Liverpool]. Missing since 20 March 1872. On voyage Liverpool-Hongkong, coal.
- Kate Merrill*. Bark, 613 tons, built 1863 at Falmouth, Maine.
Sold to Norway 1874 renamed *Kate* [HQTW of Porsgrund]. Wrecked 5 January 1888 near Cloghy Bay, County Down, Ireland, wind force 9. On voyage Garston-Christiania, coal.
- B. F. Carver*. Ship, 810 tons, built 1863 at Searsport, Maine, by J. Carver.
Sold to Great Britain 1865 renamed *Adelaide Baker* [VWDF of Liverpool]. Stranded 8 April 1872 Memory Roads, Bahamas, and later refloated. Wrecked 28 January 1889 Florida reef. Wind force 9. On voyage Pensacola-Queens-town.
- McGilvery*. Bark, 578 tons, built 1863 at Stockton by H. McGilvery.
Sold to Great Britain 1880 [SWGL of Barrow]. Stranded 27 December 1881 Rinconcillo, Gibraltar Bay, wind force 9-10. On voyage Huelva-Philadelphia, with iron ore.
- Neptun*. Bark, 1,189 tons, built 1864 at Bowdoinham, Maine, by R. Purington.
Sold to Germany 1874 [RBPV of Hamburg], to Denmark *c.* 1885 [of Kolding], and to Norway 1888 [HJVB of Christiania]. In 1891 renamed *Rolf*. Abandoned 15 January 1897.
- Mary Emma*. Ship, 1,174 tons, built 1864 at Brunswick, Maine, by Pennell Bros.
Sold to Sweden 1874 renamed *Condoren* [HKVJ of Gothenburg]. Dismantled June 1895.

Ella Norton. Ship, 969 tons, built 1864 at Farmingdale, Maine, by P. G. Bradshaw.

Sold to Germany *c.* 1872 renamed *Uranus* [RDJM of Hamburg]. Stranded 1887.

Priscilla. Bark, 954 tons, built 1865 at Biddeford, Maine, by E. Perkins.

Sold to Germany 1876 [of Elsfleth] and to Norway 1888 renamed *Prima Donna* [WNBG of Christiania]. Abandoned at sea December 1890.

Hattie E. Tapley. Ship, 946 tons, built 1865 at Brewer, Maine, by J. Dunning.

Sold British 1882 [of Sydney, New South Wales]. Stranded 2 November 1889 NE end southernmost island, Samoan group, on voyage Borneo-Hongkong, wood, 17 crew.

Emma. Bark, 708 tons, built 1866 at Bowdoinham, Maine, by J. Harward. Sold to Sweden 1876 [HNMJ of Hudiksvall]. Sold to Germany 1887 renamed *Vally* [JRBW of Barth]. Stranded 14 October 1894 Well Bank, Norfolk, on voyage Abbola (Sweden)-London, firewood.

Goodell. Bark, 863 tons, built 1866 Searsport, Maine, by D. S. Goodell.

Sold to Norway 1886 renamed *Christine Edela* [JBWV of Lillesand] after 1898 renamed *Norman* [of Laurvig]. Wrecked October 1903.

Josepina Martine. Bark, 512 tons, built 1868 at Millbridge, Maine.

Sold to Norway 1877 renamed *Gibraltar* [of Christiania]. Abandoned waterlogged November 1888 in 45° N, 28° W.

Chandos. Ship, 1,506 tons, built 1869 at Belfast, Maine, by C. P. Carter & Co. Sold to Holland 1886 renamed *Jan Melchers* [PDKC of Schiedam]. Sold to Germany 1896 renamed *Hoffnung* [of Weener]. Broken up 1900.

Cora. Ship, 1,417 tons, built 1869 at Belfast, Maine, by J. W. White & Co.

Sold to Norway 1900 [HBCV of Fredrikshald]. Wrecked November 1904.

Polly Lewis. Bark 561 tons, built 1869 at Calais, Maine.

Sold to Germany *c.* 1875 renamed *Alster* [of Bremen]. Sold to Chili *c.* 1885 renamed *Don Juan* [of Valparaiso]. Foundered July 1888.

Jairus B. Lincoln. Ship, 1,814 tons, built 1869 at Freeport, Maine, by Briggs & Cushing.

Sold to Germany *c.* 1885 renamed *Hermann* [QDWT of Bremen]. Sold to Norway 1899 [JKFS of Stavanger]. Dismantled 1904.

Fannie Skolfield. Bark, 1,024 tons, built 1873 Brunswick, Maine, by Skolfield Bros.

Sold British 1895 [of Singapore]. Missing since 2 July 1898 on passage Mumboug-Hongkong, wood, 21 crew.

Adela S. Hills. Bark, 463 tons, built 1874 at Rockland, Maine, by Storrett. Sold to Great Britain 1876 [QJSV of Aberystwith]. Sold to Norway 1890 renamed *Adela* [HKJW of Arendal]. Hulked 1906.

Carrie M. Clark. Ship, 1,287 tons, built 1874 at Waldoboro by J. Clark Sons. Sold to Germany *c.* 1885 renamed *Anna* [QDVP of Bremerhaven]. Returned to American registry 1901 at *Carrie Clark* [of New York].

Portland Lloyds. Ship, 1,242 tons, built 1876 at E. Deering, Maine, by G. W. Russell.

Sold to Germany 1903 renamed *Else* [QGMV of Bremen]. Sold to Sweden 1905 [JPFS of Simrishamn]. Sold to Denmark 1916 [NTQR of Copenhagen]. Sunk by submarine 9 September 1917 off South Ireland.

Vessels built at Portsmouth, New Hampshire

Albert Gallatin. Ship, 849 tons, built 1850 at Portsmouth, New Hampshire.

Sold to Great Britain *c.* 1864 renamed *Crusader* [VWBM of Liverpool]. Lost 11 February 1877 on Goodwin Sands, on voyage Quebec-South Shields, timber and deals.

Wild Pigeon. Ship, 996 tons, built 1851 at Portsmouth, New Hampshire, by G. Raynes.

Sold British 1863 [TCBV of Hongkong]. Sold to Spain 1865 renamed *Bella Juana* and 1877 *Voladora* [HDSK of Barcelona]. Abandoned 17 February 1892 sinking N. Atlantic.

James Montgomery. Ship, 1,042 tons, built 1852 at Portsmouth, New Hampshire. Sold to Germany c. 1872 renamed *Bremerhaven* [KMDL of Geestemunde]. Abandoned at sea December 1895.

Red Rover. Ship, 1,021 tons, built 1852 at Portsmouth, New Hampshire, by Fernald & Petigrew.

Sold to Great Britain 1861 renamed *Young Australia* [TKLH of Liverpool]. Famous emigrant ship to Australia. Lost 31 May 1872 outside Brisbane (Queensland), bound to London. Cargo salvaged.

Morning Light. Ship, 1,713 tons, built 1853 at Portsmouth, New Hampshire. Sold to Great Britain 1863 renamed *Queen of the South* [VGTJ of Liverpool]. Lost 24 April 1868.

Cœur de Lion. Ship, 1,098 tons, built 1854 at Portsmouth, New Hampshire, by G. Raynes.

Sold to Germany 1857 [of Hamburg]. Sold to Russia 1861 [of St. Petersburg]. Sold to Sweden c. 1876 renamed *Zaritzka* [of Kungsbacka]. Sunk 1 September 1915 after collision near Skaw light vessel, on voyage Hartlepool-Hernösand.

Governor Langdon. Ship, 1,096 tons, built 1854 at Portsmouth, New Hampshire, by Fernald & Petigrew.

Sold to Great Britain 1874 [MRFG of Liverpool]. Became waterlogged 18 September 1886 in Gulf of St. Lawrence, bound Liverpool, timber. Condemned and sold, renamed *Atlantis* [of Chatham, New Brunswick]. Stranded 25 June 1888 at Anchor Point, Ste. Barbe, Newfoundland, refloated and sold to Norway 1890 renamed *Stanley* [WTBV of Christiania]. Stranded 29 September 1893 Carriboo, midshore

Picton. Wind force 10 on voyage Norfolk, Nova Scotia-Saltport, timber, 16 crew.

Sierra Nevada. Ship, 1,942 tons, built 1854 at Portsmouth, New Hampshire, by Tobey & Littlefield.

Sold to Great Britain 1863 renamed *Royal Dane* [VGDR of Liverpool] (a compliment to the Danish princess Alexandra who had married the Prince of Wales, afterwards King Edward VII).

On arrival in an English port the ship grounded at dock entrance and strained, damaging ship and cargo of guano. After lengthy litigation the Dock Authority was held liable for damage to ship and cargo. A well-known Black Ball passenger and emigrant ship to New South Wales. Sprang a leak and abandoned 15 June 1878 in Pacific Ocean near San Carlos, Chili, on voyage from Huanillos with 2,200 tons guano for Falmouth (for orders), 23 crew.

Henrietta Marcy. Ship, 1,286 tons, built 1856 at Portsmouth, New Hampshire, by Marcy.

Sold to British owners 1863 renamed *St. Albans* [VLMJ of St. John, New Brunswick]. Sold to Denmark 1872 for £5,000 [NRFL of Elsinore].

When bound from Quebec to London with lumber was abandoned 13 November 1888 dismasted and sinking in 47° 55' N, 19° 41' W. Crew of 28 shortly afterwards picked up and landed at Queenstown, Ireland. Ship's value 70,000 kr. only half insured.

Nightingale. Bark, 722 tons, built 1857 at Portsmouth, New Hampshire, by S. Hanscomb, Jr.

Sold to Norway 1877 [HRTG of Kraggerö]. Abandoned 5 April 1893 in North Atlantic.

Coronation. Ship, 1,164 tons, built 1863 at Portsmouth, New Hampshire, by T. Littlefield.

Sold to Great Britain 1865 renamed *Ravensbourne* [VDMW of Scarboro]. Sold to Germany 1872 renamed *Atalanta*

[RCJH of Hamburg]. Sold to Denmark 1883 [NTSQ of Kolding] and to Russia 1889 renamed *Enigheten* [of Nagu], later [TFBP of Mariehamn]. Condemned August 1897.

Semiramis. Ship, 1,094 tons, built 1863 at Portsmouth, New Hampshire, by Tobey & Littlefield.

Sold to Germany 1882 renamed *Union* [QDLR of Bremen]. Sold to Sweden 1912 renamed *Emma* [JSRF of Hvikmolle]. Wrecked November 1915, on voyage Aalborg-Santos, cement.

William Ross. Bark, 896 tons, built 1869 at Portsmouth, New Hampshire, by D. Marcy.

Sold to Peru 1876 renamed *Augustina* [of Lima]. Sold to Germany 1886 renamed *Agustina* [NFWG of Elsfleth]. Sold to Norway 1891 [WBJH of Flekkefjord, later JGMP of Stavanger]. Out of Register 1909.

Neptune. Bark, 469 tons, built 1870 Portsmouth, New Hampshire, by Tobey & Littlefield.

Sold to Portugal 1897 renamed *Nep-tuno* [HBSC of Lisbon]. Missing since February 1918.

Vessels built at Medford, Massachusetts

Alexandra. Bark, 380 tons, built 1836 at Medford, Massachusetts.

Sold to Great Britain 1863 [VTLQ of Maryport]. Abandoned 21 February 1882 in 27° N, 45° W, wind force 8, heavy sea. On voyage Maryport-Doboy in ballast.

Sunbeam. Bark, 989 tons, built 1845 at Medford, Massachusetts.

Sold to Canada 1864 [VKLJ of Quebec]. Stranded 30 November 1879 St. Simons Bar, Georgia, on voyage Darien-Rio Janeiro, pitch pine.

Althea. Bark, 492 tons, built 1847 at Medford, Massachusetts.

Sold to Norway 1867 [JBHK of Grimstad]. Stranded 13 December 1893 east end Oxwich Bay, Glamorgan, wind force 10. Abandoned at sea 1895.

Murello. Bark, 674 tons, built 1847 at Medford, Massachusetts.

Sold to Great Britain 1863 renamed *Hindustan* [VCJS of Aberdeen]. Sold to Argentine and dismantled 1895.

Cromwell. Bark, 878 tons, built 1848 at Medford, Massachusetts, by P. Curtis. Sold to Norway 1883 [HCQJ of Moss]. Stranded 4 November 1888 Cork Sand, North Sea, on voyage Helsingfors-Barcelona, deals.

Polar Star. Ship, 742 tons, built 1852 at Medford, Massachusetts, by J. T. Foster.

Sold to British Colony 1875 renamed *Result* [WLHG of Auckland, New Zealand]. Sprang a leak and stranded making port near Nelson Bay, New South Wales, 17 July 1875, refloated. Missing since 26 September 1880, Newcastle, New South Wales - Melbourne.

Competitor. Bark, 871 tons, built 1853 at Medford, Massachusetts, by J. O. Curtis.

Sold to Germany c. 1864 renamed *Loreley* [of Geestemunde]. Sold to Great Britain 1873 renamed *Competitor* [of London]. Sold to Germany 1876 [HDCT of Pillan], to Norway 1897 [of Sandefjord], to Russia 1901 renamed *Edward* and to Sweden 1902 [of Kalmar]. Out of Register 1908. (Note age.)

Herald of the Morning. Ship, 1,108 tons, built 1853 at Medford, Massachusetts, by Hayden & Cudworth.

Sold to Great Britain and hulked at Gibraltar 1887.

Magnolia. Bark, 638 tons, built 1853 at Medford, Massachusetts.

Sold to Great Britain 1864 [TCRK of London]. Sprang a leak 21 August 1876 on Newfoundland Banks, wind force 12, and condemned, on voyage Dublin-Quebec, 15 crew.

Sea Flower. Ship, 1,063 tons, built 1853 at Medford, Massachusetts.

Sold to Great Britain 1863 [VGDJ of Liverpool]. (Sailed from Rangoon 27 August 1875 with teak for Falmouth,

- lost bulwarks and one man on 27 October between Port Natal and Algoa Bay.) Condemned 1883 and hulked.
- Ocean Express*. Ship, 1,697 tons, built 1854 at Medford by J. O. Curtis. Sold to Peru 1872. Sold to Germany 1876 renamed *Friedrich* [QCVL of Bremerhaven]. Sold to Norway c. 1888 [HQBS of Porsgrund]. Abandoned at sea January 1892.
- Leucothea* (ex-B. R. H.). Ship, 1,190 tons, built 1855 at Medford, Massachusetts. Sold to Holland 1876 renamed *Borgä* [NHDW of Edam]. Sold to Norway 1887 renamed *Courant* [HCVQ of Dröbak]. Dismantled 1904.
- Morning Star*. Ship, 1,105 tons, built 1855 at Medford, Massachusetts, by J. F. Foster. Sold to Great Britain 1863 renamed *Landsborough* [VNTM of Liverpool]. Abandoned c. 1880 on voyage Samarang-Falmouth.
- Sancho Panza*. Ship, 695 tons, built 1855 at Medford, Massachusetts, by S. Lapham. Sold to Great Britain 1865 renamed *Nimrod* [VNDL of Plymouth]. Sold to Germany 1888 [NGFR of Elsfléth]. Missing since November 1890.
- Thatcher Magoun*. Ship, 1,194 tons, built 1856, Medford, Massachusetts, by Hayden & Cudworth. Sold to Norway c. 1874 renamed *Hercules* [HRQD of Kragerö]. Abandoned at sea 1886.
- Industry*. Ship, 1,070 tons, built 1858 at Medford, Massachusetts, by J. O. Curtis. Sold to Great Britain c. 1870 [of London]. Lost by fire 19 October 1874 in 34° S, 52° E, spontaneous combustion of cargo, on voyage North Shields-Bombay, 1,700 tons coal, 22 crew.
- Mogul*. Ship, 893 tons, built 1859 at Medford, Massachusetts, by Foster. Sold to Great Britain 1873 [VNHD of Glasgow]. Abandoned waterlogged 24 November 1880 in 45° 45' N, 54° 17' W, wind force 10, high sea, on voyage Quebec-Tyne, timber.
- Mathilda*. Ship, 1,012 tons, built 1860 at Medford, Massachusetts. Sold British 1865 renamed *Kate Gregory* [VNRC of Calcutta]. Burnt 19 October 1876 in 6° 10' N, 85° 15' E, on voyage Calcutta-Point de Galle.
- Cutwater*. Ship, 913 tons, built 1861 at Medford, Massachusetts, by J. O. Curtis. Sold to Germany 1885 renamed *Port Royal* [QDNM of Bremen]. Sold to Norway c. 1887 renamed *Ragna* [of Tonsberg]. Went missing in 1888.
- Quesnel*. Ship, 1,159 tons, built 1861 at Medford, Massachusetts. Sold to Great Britain c. 1864 renamed *Henry Handley* [WFQK of London]. Sold to Holland prev. 1876 renamed *Flevo* [of Amsterdam]. Sold to Germany prev. 1886 renamed *Anna* [QDFN of Bremen]. Out of Register 1897.
- George Gilroy*. Bark, 1,084 tons, built 1862 at Medford, Massachusetts, by J. O. Curtis. Sold to Great Britain 1864 [VFTK of Greenock]. On voyage Greenock-Demerara put into Cadiz August 1888 leaky, arrived Demerara November 1888 leaking badly. Stranded 27 January 1889 Stampa Bank and condemned.
- Tanjore*. Bark, 1,116 tons, built 1862 Medford, Massachusetts, by J. F. Foster. Sold to Holland 1875 renamed *Anna* [of Krimpen a/d Lek]. Sold to Norway 1885 renamed *Betzy & Arnold* [HDNW of Christiania]. Abandoned at sea June 1895.
- Agra*. Ship, 924 tons, built 1863 at Medford, Massachusetts, by J. T. Foster. Sold to Germany 1873 [QCTG of Bremen] and to Norway 1888 [HMRS of Sandefjord]. Stranded 18 May 1896.
- Nesutan*. Ship, 935 tons, built 1863 at Medford, Massachusetts. Sold to Great Britain 1874 [wsjr of Liverpool (later of Moulmein)]. Miss-

ing since 1 November 1881 after passing Amherst, Burma, on voyage Moulmein-Bombay, 1,138 tons teak.

Springfield. Ship, 1,045 tons, built 1868 at Medford, Massachusetts, by J. O. Curtis.

Sold to Germany 1879 renamed *Christine* [QDJF of Bremen]. Sold to Norway 1889 renamed *Bianca* [WQBP of Christiania]. Wrecked 12 April 1897 Tressness Bay, Sauday, Orkney, on voyage Moss-Picton, Nova Scotia.

J. F. Foster. Ship, 1,172 tons, built 1870 at Medford, Massachusetts, by J. F. Foster.

Sold to Sweden 1874 renamed *Gripen* [HLDB of Gothenburg]. Sunk by submarine 6 July 1918.

*Vessels built at Newburyport,
Massachusetts*

Parthina. Ship, 1,009 tons, built 1852 at Newburyport, Massachusetts.

Sold to Great Britain 1864 renamed *Emily Flinn* [VGHF of Liverpool]. Stranded 7 December 1885 at Shelburne harbor, Nova Scotia, and condemned on voyage St. John, New Brunswick-Fleetwood, deals.

Charmer. Ship, 1,055 tons, built 1854 at Newburyport, Massachusetts, by G. W. Jackman.

Sold to Great Britain 1863 [VDHW of Liverpool]. Wrecked c. 1877.

Brewster. Ship, 1,094 tons, built 1855 at Newburyport, Massachusetts, by Currier & Townsend.

Sold to Norway c. 1876 renamed *Fama* [HQTW of Langesund]. Found abandoned 18 April 1890 in 48° N, 18° W. Crew rescued by Norwegian bark. Had sailed 18 March from Liverpool for Halifax, Nova Scotia.

Daring. Ship, 1,094 tons, built 1855 at Newburyport, Massachusetts, by G. W. Jackman, Jr.

Condemned at Valparaiso 1865 after being partially dismantled. Sold to Great Britain refitted and renamed *Lesbia* [VWFK of Liverpool]. Aban-

doned 1 December 1872 North Atlantic on voyage Quebec-Grimsby.

John Wills. Bark, 889 tons, built 1856 at Newburyport, Massachusetts.

Sold to Guatemala c. 1876 renamed *San Carlos*. Sold to Great Britain 1879 [RNKH of Swansea]. Sold to Germany 1890 and condemned February 1892.

Victory. Ship, 1,379 tons, built 1857 at Newburyport, Massachusetts, by Currier & Townsend.

Sold to Great Britain 1874 [TDJM of Aberdeen] and to Norway 1881 [JFQR of Mandal]. Broken up 1904.

Gaspee. Bark, 856 tons, built 1858 at Newburyport, Massachusetts.

Sold British 1876 [NWTF of Quebec]. Sold to Norway c. 1889 [WNBW of Drammen]. Condemned April 1891.

Albert Edward. Bark, 909 tons, built 1860 at Newburyport, Massachusetts, by E. Manson.

Sold to Germany c. 1876 renamed *Gerhard* [QCNG of Bremen]. Sold to Holland 1887 renamed *Gerhardus* [NTCB of Flushing]. Sailed from Sabine Pass 10 January 1897 for Schiedam, lost about 24 January on Timbilier Island.

Glendower. Ship, 1,192 tons, built 1860 at Newburyport, Massachusetts, by T. Currier.

Sold to Great Britain 1865 [VBGF of London]. Sold to Germany 1875 renamed *George Washington* [QCVH of Bremen]. Sold to Holland c. 1893 [NTBG of Amsterdam]. Missing since November 1902.

Kenmore. Ship, 1,240 tons, built 1861 at Newburyport, Massachusetts.

Sold to Belgium c. 1871 renamed *Michiels Loos* [of Antwerp]. Sold to Germany 1876 renamed *Stella* [QCVF of Bremen]. Missing since December 1892.

Mary Warren. Ship, 955 tons, built 1862 at Newburyport, Massachusetts, by C. Currier.

Sold to Great Britain 1863 [VGCT of Liverpool] and in 1872 renamed *San Rafael*. Abandoned 2 January 1876 after explosion in 53° 20' S, 76° 50'

W, cargo (coal) found to be on fire off Cape Horn and ship was making for Falklands. Survivors in mate's boat rescued after 27 days in the open boat. On voyage Liverpool-Valparaiso.

Winona. Ship, 1,163 tons, built 1862 Newburyport, Massachusetts, by J. Currier.

Sold to Germany 1880 renamed *Fidelio* [QDJL of Bremen]. Sold to Sweden 1902 [JMTN of Stockholm]. In port damaged 1919 and broken up. (Note age!)

Harry Warren. Ship, 1,127 tons, built 1863 at Newburyport, Massachusetts. Sold to Great Britain 1864 [vwgn of Liverpool]. Stranded 12 July 1872 Thanadoor, Coromandel coast. (Sailed Liverpool 15 March for Calcutta.)

Valparaiso. Ship, 1,255 tons, built 1863 at Newburyport, Massachusetts, by J. Currier.

Sold to Germany 1883 renamed *Caroline* [QDVF of Bremerhaven]. Wrecked 1895.

Edith. Ship, 1,173 tons, built 1864 at Newburyport, Massachusetts, by Manson & Davies.

Renamed *Hercules* [date and nationality uncertain]. Sold to Germany 1886 renamed *Johanne* [QDJT of Bremen]. Wrecked 1895.

Elcano. Ship, 1,228 tons, built 1864 at Newburyport, Massachusetts, by J. Currier, Jr.

Sold to Germany 1882 renamed *Mommsen* [QDMG of Bremen]. Returned to American Registry c. 1893 renamed *Brandywine* [schooner barge of Philadelphia].

Kearsage. Ship, 983 tons, built 1864 at Newburyport, Massachusetts, by W. Currier.

Sold to Holland c. 1874 renamed *Admiraal de Ruyter* [NBHM of Amsterdam] later renamed *Elise* and prev. 1886 renamed *India* [TFBJ of Sourabaya]. Out of Register, 1890.

Importer. Ship, 1,276 tons, built 1870 at Newburyport, Massachusetts, by J. Currier, Jr.

Sold to Germany c. 1889 renamed *F. E. Hagemeyer* [QFJM of Bremen]. Condemned after collision August 1894.

Harvester. Bark, 700 tons, built 1871 at Newburyport, Massachusetts, by Atkinson & Fillmore.

Sold British 1874 [MDSJ of Londonderry]. Stranded 31 October 1887 near Cape Henry, Virginia, wind force 11, on voyage Londonderry-Baltimore. Refloated and sold locally.

Franconia. Ship, 1,289 tons, built 1872 at Newburyport, Massachusetts.

Sold to Peru 1876 renamed *Don Enrique* [of Lima]. Sold to British 1886 [QVJP of St. John, New Brunswick]. Stranded 16 February 1895 one mile south of Cape Roca light, Portugal. On voyage Penarth-Rio Janeiro, coal.

Nearchus. Ship, 1,267 tons, built 1873 at Newburyport, Massachusetts, by J. Currier.

Sold to Germany c. 1886 renamed *Stephan* [QDVJ of Bremen]. Returned to American Registry c. 1906 renamed *Nearchas*, rigged as 3-masted schooner-barge [of New York].

Thomas Dana. Ship, 1,388 tons, built 1873 at Newburyport, Massachusetts, by J. Currier, Jr.

Sold to Germany 1894 renamed *Athena* [of Bremen]. Lost December 1895.

Wakefield. Bark, 842 tons, built 1873 at Newburyport, Massachusetts, by Atkinson & Fillmore.

Sold to Sweden 1895 [JFSQ of Cimbrihamn]. Abandoned 1 October 1911 leaking, crew rescued by steamer, Maas light vessel bearing SE $\frac{3}{4}$ S, 10 miles. Passed partially dismantled and waterlogged the following day in 51° N, 3° E.

Edward Kidder. Bark, 1,015 tons, built 1874 at Newburyport, Massachusetts, by Atkinson & Fillmore.

Sold to Chili 1893 renamed *Minero* [HCKM of Valparaiso]. Sold to Argentine 1919 renamed *General San Martıno* [of Buenos Ayres]. Sailed La Plata 5 June 1919 for Antwerp, put into

Santos in distress 22 July, left in tow 13 November for Buenos Ayres, foundered 20 November 1919.

Harmonia. Ship, 1,454 tons, built 1875 at Newburyport, Massachusetts, by J. Currier, Jr.

Sold to Germany 1879 [KNRD of Geestemünde]. Abandoned 12 April 1893 in Indian Ocean.

Brown Brothers. Ship, 1,371 tons, built 1876 at Newburyport, Massachusetts, by Atkinson & Fillmore.

Sold to Germany c. 1886 renamed *Colymbus* [QFBT of Bremen]. Missing since 20 December 1912 on voyage New York-Bristol.

Vessels built in Massachusetts

Thomas Nye. Bark, 398 tons, built 1851 at Fairhaven, Massachusetts.

Sold to Australia 1867 renamed *Day Dream* [VJNT of Sydney]. Wrecked 14 July 1886.

Webfoot. Ship, 1,091 tons, built 1856 at East Dennis, Massachusetts, by Shiverick Bros.

Stranded 8 April 1864 off Dunkirk and sold to Great Britain [WGMB of London]. Burnt 12 November 1886 off Cape Flattery, on voyage Tacoma-Callao, timber.

Shakspeare. Ship, 1,183 tons, built 1856 at Quincy, Massachusetts, by Thomas.

Sold to Germany prev. 1876 [QBMK of Bremen]. Abandoned at sea December 1889.

Madurese. Ship, 1,133 tons, built 1862 at New Bedford, Massachusetts, by French.

Sold to Great Britain 1864 renamed *Tim Whiffler* [VDFG of Liverpool]. Sold to Germany 1877 renamed *Geestemünde* [KNLM of Geestemünde]. Towed to New York 4 April 1879, lost fore topmast in NNW storm. Stranded September 1889.

Northern Light. Ship, 1,748 tons, built 1873 at Quincy, Massachusetts, by G. Thomas.

Sold to Germany c. 1888 [of Bremen]. Sold to Norway 1890 renamed *Mathilda* [HDWM of Tönsberg]. Sailed Table Bay 6 April 1897 for Mobile. Stranded August 1897 and condemned.

Vessels built at Rhode Island Ports

Pride of the Ocean. Ship, 1,325 tons, built 1853 at Warren, Rhode Island, by D. Foster.

Sold to Great Britain 1854 renamed *Belgravia* [MBHN of Liverpool]. Abandoned 27 November 1880 waterlogged in 49° N, 32° W. Wind force 12, on voyage Quebec-Greenock, deals.

Mary Bradford. Bark, 741 tons, built 1854 at Warren, Rhode Island.

Sold to British Colony 1864 renamed *Nations Hope* [WGL of Sydney, New South Wales]. Stranded 29 October 1875 Royal Roads Esquimaux, British Columbia. Wind force 11, on voyage Japan-British Colombia.

Vessels built at Connecticut Ports

Magnolia. Bark, 470 tons, built 1855 at Mystic, Connecticut.

Sold to Norway c. 1874 [of Drammen]. Sprang a leak 25 October 1876 in Gulf of St. Lawrence. Wind force 9. Voyage Miramichi-London, 13 crew.

Andrew Jackson. Ship, 1,679 tons, built 1855 (as *Belle Hoxie*) at Mystic Connecticut, by Irons & Grinnell.

Sold to Great Britain 1863 [VLNT of Glasgow]. Wrecked 4 December 1868 Gaspar Straits, homeward bound from Shanghai.

C. E. Jayne ex-J. C. Kuhn ex-Purveyor. Bark, 720 tons, built 1859 Portland, Connecticut.

Sold to Norway 1877 renamed *Jason* [HFRM of Christiania]. Out of Register 1910. (Note age.)

Annie M. Smull. Ship, 1,010 tons, built 1868 at Mystic, Connecticut, by C. Mallory.

In March 1888 laying in a frightful sea, her yardarms in the water, her

decks swept, sails blown away, yards sprung, 4 feet water in hold, steering by tackles, covered with snow and ice. Immediately after the hurricane had moderated a little she was got before the wind and her master noted in her log book 'Intend to run for warm water and thaw out.' Eventually dropped anchor at Bermuda. Sold to Norway 1896 [HNWL of Christiania]. Passed becalmed, 18 April 1897 in 50° 33' N, 16° 54' W, with fore lower topsail yard carried away. Stranded September 1906 and condemned.

Vessels built at Baltimore, Maryland

Alexandra. Bark, 356 tons, built 1828 at Baltimore.

Sold (nationality and date not traced) renamed *Marcia*. Sold to Norway 1874 renamed *Hüsö* [HTVL of Arendal]. Out of register before 1904.

Cumberland. Bark, 817 tons, built 1852 at Baltimore.

Sold to Germany c. 1876 renamed *Germania* [KLTR of Geestemünde]. Wrecked November 1889.

Euroclydon. Ship, 1,411 tons, built 1853 at Baltimore by W. & J. Gardner.

Sold to Great Britain c. 1864 renamed *Greyhound* [LNWJ of Liverpool]. Sold to Norway 1887 renamed *Ebba* [of Arendal]. Wrecked February 1889.

Frigate Bird. Bark, 567 tons, built 1853 at Baltimore.

Sold to Great Britain 1863 [QGMC of Liverpool]. Sold to Norway 1874 [of Bergen]. Wrecked 15 December 1880 on Goodwin Sands, on voyage Dieppe-Norway.

Acme. Bark, 337 tons, built 1855 at Baltimore. Sold to Germany c. 1875 renamed *Wohldorf* [of Newstadt]. Sold to Norway prev. 1886 renamed *Lilly* [HFDB of Christiania]. Sold to Sweden 1896 [JGKP of Brantvik] and to Russia 1913 [of Vardo], coming under Finnish colors 1915 [TPGQ of Mariehamn]. Still in 1922 Register.

Ellen Stewart. Ship, 1,107 tons, built 1857 at Baltimore by Cooper.

Sold to Holland renamed *Laurens Koster* [of Middleburg]. Sold to Great Britain 1878 renamed *Marie* [of Bristol]. Abandoned 19 November 1879 in 56° S, 71° W, rudder broken and stern post damaged, wind W, force 10, on voyage Cardiff to Panama, 1,607 tons coal, 20 crew.

Sirius. Ship, 851 tons, built 1858 at Baltimore by Cooper & Butler.

Sold to Germany c. 1876 [QBND of Bremen]. Sold to Norway 1887 [HFJS of Christiania]. Out of Register 1910. (Note age.)

Virginia Dare. Ship, 826 tons, built 1860 at Baltimore.

Sold to Great Britain c. 1867 renamed *Mikado* [HBSN of Whitby]. Sold to Norway 1874 renamed *Preciosa* [HLWQ of Tönsberg]. Abandoned at sea 1895.

DANIEL R. BOLT



Documents

STEPHEN GIRARD'S INSTRUCTIONS TO
THE MASTER AND SUPERCARGO OF
HIS SHIP *North America*
[STEPHEN GIRARD PAPERS, GIRARD
COLLEGE, PHILADELPHIA]

Philada. 20th Decr. 1824

Captⁿ. Thomas Riddle
Sir,

Having appointed you master of the Ship *North America*, which is completely fitted victualled and manned for a circuitous voyage, I request that immediately after Mr. John H. Greland, Supercargo of said Ship is embarked in her, with his Baggage, &c. you will proceed with all prudent dispatch on a voyage around the Cape Good Hope, touching in the first Instance at that Cape for Advice &c., so in case the want of Provisions at that Place, should render advisable to sell the whole or any part of those which compose the small cargo of the ship *North America*, that your Supercargo Mr John H. Greland may act in conformity. Therefore should that Gentleman judge proper to effect a Sale, you are to deliver as the quantity specified in the Bill of Lading which you have signed, having attention to reserve on Board as many of Beef & Pork as you will Judge necessary to complete your Salt provisions intended for stores, up to that port where you will land the last Indian cargo. While you remain at the Cape of Good hope, be attentive to keep your Ship in a constant State of readiness, so you may at all times be ready to proceed to Sea when Mr John H. Greland has finished his business and is on board. If a sale can be made as before mentioned, the Ship *North America* will want a replacement of Ballast (at prorate to the weight of the articles which

you will have unloaded) in flinty or solid stoned, if can be procured, or in any other heavy cheap materials. From Cape Good hope you are to proceed direct to Batavia, and there to land your cargo &c. or such part as may remain on board, if not previously disposed off, conformably to the directions which you will receive from Mr John H. Greland, who a few days after his arrival at that last port, will also communicate you his decision respecting loading the Ship *North America* at that port, or proceeding to an other port to take in her return Cargo, so, in either case you may have the Ship in a state of readiness — It being probable that the third Port will be Canton, I recommend you to take with you a correct Map of the China Seas, so you may navigate the Ship in those Seas with more confidence —

Immediately after you have taken on board your return Cargo, either at Batavia or Canton, & that your Super Cargo Mr John H. Greland has finished his business, embarked himself, and informed you that he is ready, you are to proceed with all prudent dispatch to Rotterdam touching in the first instance at Cowes on the Isle of Wight, where you may probably receive a letter from me — Should you find none, you are not to wait for further information, but simply to proceed to your aforesaid destination, either with or without a Pilot of the Channel, as you will judge most prudent and advisable, and after you have landed your India Cargo at your European Port of destination, you are to receive on board such goods or merchandise, which your Super Cargo, or Consignees will ship on frieght for this port, but if a sufficient quantity of Goods, to put the Ship *North America* in a good sailing trim, can not be obtained without detaining that Ship, In that case you are to ballast said Ship in the cheapest and safest manner, to take in the goods &c.

which your Super Cargo and Consignees, or either of them will ship on my account and when ready to embrace the first favorable moment to proceed to Lisbon on St Ubes, as your said Super Cargo or Consignees will point out to you, and in either of those two last ports to take in a Cargo of clean white coarse Salt on my Acct: observing to have the same stowed as near the Ceiling, Keelson, Stem, Forewood all the way to the after Run, and Stern Port so it may operate as a preservative to the planks and Timber of the Ship as far as practicable, indeed, it does not often happen that a Cargo of Salt gives any profit, if I can obtain half a common Freight, I will be satisfied.

On the subject of your Crew, I recommend you to keep them under a regular discipline, constantly at work while at Sea, and in port, and when sick, to see that they are attended to — Having furnished the Ship with plenty of wholesome provisions, I trust that every one on board will do his duty should it be otherwise, all drunkards, bad morals, or troublesome men who create disturbances on board should be discharged whenever you have an opportunity, even if you should be compelled to pay something more to replace him or them by others —

As the care of the Hull, Spars, Rigging, and all Appurtenances of the Ship *North America* require the greatest attention. I request that whenever you have an opportunity to clean the Hold of that Ship, that you will embrace the first favorable moment to do it, immediately after her Cargo is out, commencing to clear away before the Foremast, to cause the Breast Hook dead wood, Ceiling, Step of Masts, Keelson, Lumbers, all the way to the after run of the Ship to be completely cleaned, and after having previously divided your Iron or permanent Ballast equally on the Bilge-Planks on each side of the Ship. Then to have said hold scraped all the way fore and aft, as far as it will be necessary, then to give a complete scrubbing and wash-

ing throughout, and when sufficiently dry to give one or two good Coats of bright Varnish mixed with one fourth of raw paint oil wherever it will be wanted.—The pumps of the Ship should also be attended to, while in port as well as at Sea, and when they can be conveniently hoisted out, laid on deck, examined, put in good order if they should require, principally by driving the Iron Hooks or Bands, which if too large can be made smaller by passing around them tared parcelling made of old Canvas, and when drove to give them two Coats of Varnish, mixed with oil as before directed, to put them in their place, to examine lower boxes, and after being convinced that they are tight, the Clappers in good order, & will hold water which will be thrown in them, to fix them in the pumps, and to keep them constantly covered with plenty of water, so at no time less than one foot over the upper part of the Iron Staple —

As the Ship *North America* is coppered on tarred blankets, it is reasonable to suppose that she must be pretty tight, with that expectation, I had a small Scuttle cut in the Ceiling in the hold on the larboard side near the Bulk head of the powder magazine, at about Six Inches below the light water mark of that Ship, where I had a brass Cock fixed through the outside plank, and shutter, to the Scuttle which I recommend you to examine secure and keep under your Care, so at any time, when you will judge necessary to let water in the Ship—

You should also know that the heads of the three lower masts are bored with 1½ inch auger, from the center of the head down to about Six Inches below the upper part of the Cheeks, those holes are intended to be constantly filled up with fish or lamp oil, plugged up, and covered with a piece of Lead to lap over the Cap.

As it regards the preservation of the Hull and appurtenances of the Ship generally, I request that the Bends & black streaks from the under part of the head Cheeks on the cut water, all the way aft,

round the counter, both sides of the Ship, be constantly covered with a mixture of half Tar, one fourth of black varnish and one fourth of raw paint oil. The Bright Sides should also be covered with $\frac{3}{4}$ fourth of bright varnish and one fourth of Raw paint oil, The Plank Shares, Spirketing, Deck & Deck Work, Windlass, Bowsprit, Masts, Yards, Booms, Trussel & Cross Trees, Tops, Caps, Blocks of all descriptions should also be covered with same compost as directed for the bright sides — All the paint work, outside and inside, which is exposed to the weather, should also be covered with a good Coat of raw paint only, particularly in warm climates — Too much paint will not do, nor scraping which is often done by men who do not know how to handle the Scraper — In scraping nothing should be taken off except the dirt and old stuff — The bright sides & upper deck of the Ship *North America* are of the best Georgia Yellow pine, fastened with Copper consequently, they will retain their natural Yellow color. — The Anchors, Cables, Hawasers, Towlings, Standing & Running Rigging require particular attention. No oil of any kind or blacking should be used on ropes of any sort, but whenever they are too dry & want some freshing up, principally standing Rigging — warm Tar mixed with one Tenth part of clean slush or Tallow, rubbed on with old Canvas will answer the purpose — the anchors and then stocks while at Sea should always be covered with a Coat of Tar mixed with some black varnish.

Respecting the Sails of the *North America*. That Ship has two suits of heavy sails on board, the whole of which are in a complete good order & no doubt that with proper care will last the intended voyage —

Having omitted to mention in its place, that there are on board the Ship *North America* 299 $\frac{1}{2}$ pigs of Lead weighing about Twenty five Tons which I am desiring to have sold wherever a favorable opportunity offers, I have requested

Mr. John H. Greland to realize that article, therefore should he apply for it I request that you will deliver the same to his order and to take his receipt specifying the quantity —

The pilot and Ships Bread put on board of the Ship *North America*, as Stores consists as follows,

| | |
|-------------------------|---------|
| 3 barrels pilot | } x old |
| 9 do ship | |
| 1 hhd & 4 Barrels pilot | } new |
| 2 " 20 " Ship | |

Should it happen that the quantity of Store Bread should prove insufficient to last the remainder of the voyage you are to consult with Mr John H. Greland & to retain out of the fifty barrels Ship Bread which are on board as a part of the Cargo, such quantity as will be judged necessary, until you arrive here, or in the port of Europe where you will land your India Cargo — your old bread and salt provisions should first be used. I have tasted both and am of opinion that they are sound and good enough for me — the whiskey which is on board of the *North America* as stores is not intended as regular drink to the people, but merely to be given to them occasionally whenever you judge it necessary —

If circumstances induce Mr John H. Greland to load the Ship *North America* with Coffee, I call your particular attention to the mode of fixing the dunnage and stowing the cargo so to prevent damage, and to make the ship carry as much as she will possibly hold, I should recommend that after having cleansed the hold as before mentioned, to place the Iron & other permanent Ballast equally along side the Keelson, all the way from the after part of the Forehatch to the fore part of the after hatch, endeavouring to keep said Ballast level with said keelson, & when the whole is placed equally, and completely levelled, then to compleat the platform with bamboos or other clean rubbage, and to commence the first tier of bags in the center of the Ship, consequently to lay said bags on the flat, their ends fore and

aft, and their centers corresponding as near as can be to that of the keelson, commencing from the Step of the Main Mast going forward as far as the step of the foremast, then to go on stowing the bags in a like manner, with one gang on each side, along side the center row from said step or pump well, going forward, keeping said bags on a level all the way and when the rise of the Ship forward, and the wings prevent to stow on the level, then to go on stowing the after part of the hold as directed, commencing in the center from the pumpwell, and bags already stowed to the step of the Mizen mast, as far as the rise of the Ship will permit, observing that that first tier of your cargo must be kept perfectly level, otherwise the Cargo will not be safe and the Ship will not carry the quantity of bags which the capacity will admit, after having finished the first tier in the manner before mentioned, the wings must be filled up with Bamboos or other clean rubbage, levelled with the bags, endeavouring to place bags, wherever they can go, without deranging the level and when said first tier is completely finished then to go on in a like manner with two or four gangs, by commencing two rows in the center, and stowing bilge and cantlings — having thus communicated you my Ideas I am convinced that I have no occasion to extend further on that subject —

Should you proceed to Canton the Cargo of the Ship *North America* will principally consist in Teas, on my account with the Rattans round the quarter chests, which are to be preserved, together with their apparent freshness and cleanliness, therefore request that you will see that they are properly handled and carefully stowed, the lid or top upwards, each sort and size of package by themselves, and pressed close, so when at Sea they may not rub one against the other, otherwise their painting & coloring will turn white & will be an obstruction to the Sale — In regard to their stowage on board I simply recommend you to place the Iron and other Ballast

and to fix the platform as before mentioned, and to see that all the goods or merchandise which may from time to time be taken on board the Ship are well stowed chocked up and fixed in such place and manner, as to prevent them from receiving any damage either by being too near the masts ceiling or otherwise; in stowing Coffee in bags, some precaution should be taken to keep them off the Skin, &c &c.

While at Sea particularly, in those latitudes where showers of Rain are very frequent, I request you to embrace every opportunity to fill up your Water Casks and to use the same during the remainder of your passage, so at your arrival at Batavia your Crew may have a sufficiency of Philadelphia water to drink only, their cooking may be done with Batavia water, I am one of those who attribute the sickness &c of our crew to their mode of living, which in that last port where they are fed with fowls, therefore request that at your arrival at said port that you will give the necessary instructions so every other day they may be supplied agreeably to the Custom of that place, and the remainder with salt provisions, boiled beans and Rice, as you are in the habit to do when at Sea, no matter if the expense is some thing greater, it is our duty to take care of their health —

Should Mr Greland decide to load the *North America* at Batavia you will of course receive on board the Coffee and other articles which he will ship, until the lower part of her bends are about four inches above the Water, then you are to stop taking in until your Supercargo is ready to send the remainder of the Cargo with celerity, and when he has informed you of the day when he will do so, I request that on the preceeding evening after sunset, that you will lay on the lower Streek of the bends, Harpins, Cut Water, Counter & Rudder a thick Coat of a mixture consisting of half of pitch — one fourth of black varnish & one fourth of Tallow or with any other compost, used in that Country

to prevent the worms, then to continue giving a Coat as fast as the loading of the Ship requires; the boats should also be prevented to be damaged by that vermine, in short, I flatter myself that no pains will be spared to take a proper care of every thing belonging to the Ship, and that a due economy will be attended to, during the whole voyage —

In delivering and taking in the Cargoes, I particularly request that every package be counted, marks taken, examined, one by one as they go and come over the sides of the Ship and mended when necessary —

As I am in the habit of loading my Ships in my account and to furnish the Cabins with all reasonable necessaries, I do not wish any passengers to be taken on board under any pretext whatever, except American Seamen, known to you to be such, and are furnished with a regular protection from a Custom House of the United States, four of those you may receive on board provided they are sent by one of our Consuls & that they do not interfere with the accommodation of your Crew, and the room wanted for the Cargo, Water, provisions, and appurtenances of the Ship —

As the present state & prospect of our maritime commerce together with the multiplicity of competitors who surround us, requires prudence and the greatest caution, I particularly desire that you will keep to yourself what you know and may hereafter know respecting the Cargo, and intent, relative to the circuitous voyage of the Ship *North America*, in short, I flatter myself that you will use every means in your power to promote and render the voyage of that Ship as advantageous as circumstances will permit —

Mr John H. Greland, Supercargo of the Ship *North America* is born in Philadelphia, and is known to me from his infancy, in addition to that, I had several opportunities to judge of his sound morals while he was in my Counting House, therefore I am confident that he will use every means in his power to

render the voyage of the Ship *North America* as lucrative as circumstances will permit under that impression I recommend you to cultivate with him harmony and a good understanding —

While at Sea during the course of the present voyage, I recommend you to avoid speaking or being boarded by armed vessels, who in many instances under the color of a friend prove to be pirates, the small armament which you have on board is to be used in case of need, consequently it should be kept in a constant good order, I also request that you will embrace every opportunity to make short passages, principally when the wind and weather are favorable, but when the wind is a head, and blowing heavy, I recommend you to steer half of one point free, under easy sail, so not to press or fatigue the Ship unnecessarily — having already named the eastern ports, which you are to touch at, during the intended voyage to those Seas, I request that you will not enter any other, unless compelled by distress of weather, or any other unforeseen circumstances, unless I may hereafter direct otherwise — As it respects the mooring of the ship, when in Canton, &c. I desire you not to keep your after Cable too taught, otherwise the Copper of the Ship will be rubbed on both sides, as I have already experienced with some of my Ships from China & Batavia, the best mode to prevent it is to watch the movement when the Ship is about swinging round to prevent her to cross or take turns on her cables — the dropping of the Anchors is also an object which requires some attention —

As you have plenty of old Canvas on board, I recommend you to use some of it when you will have occasion to moor the Ship by serving her cable from the Hauser pipes to the distance of twice her length, that precaution will prevent the Cables & Copper from being rubbed, but in that case, immediately after you are under way and that the cables are on deck, said service should be taken off, in view to let them dry —

The terms upon which we have agreed I here confirm, you will be allowed for your services during your voyage as Master of Ship *N. A.* as follows.

- 1st Forty five dollars p month
- 2^d Cabin Sea Stores and provisions while at Sea and in port.—
- 3^d Your boarding and lodging expenses while on Shore attending to the business of the Ship or her Cargo —
- 4th Four Tons privilege goods measurement will be allowed to you on board of the Ship, provided the property is your own.

Should circumstances of future prospect induce me to make any change in the foregoing instructions, or to point out any additional port, or ports, where you are to proceed to, I reserve to communicate you my intentions, by a letter, or to request your Super Cargo to do it in writing in my behalf —

I recommend you to write me by every opportunity for the ports of the United States, direct to my address and via Europe at Gibraltar care of Mess Henry & McCall Merchants at that place, Holland, Mess Agie & Insingery, Merchants, Antwerp, Mess Dan: Crommelin & Sons of Amsterdam, Mess Labouchere & Co. at Rotterdam, in England Mess. Baring Brothers & Co, London. Mess Curwen & Hagarty, Liverpool, France, Mess Holtinguer & Co at Harve, T. V. Carburus fils & Apian, Bordeaux.

I have delivered you for the use of the Ship *North America* a complete Iron Rope Winch, with a first rate Chronometer and a Spy Glass, marked H which I place under your care, observing nevertheless, that the two last are to be used by Mr John H Greland whenever he will judge it proper. You are also to observe that that Gentleman is entitled to four Tons privilege on board the Ship *North America*

In recommending your health that of your Crew Ship and Cargo to your good care and particular attention, I wish you a safe voyage —

Your obt Servt

The foregoing is a true copy of the original Letter of Instructions from Stephen Girard, delivered to me this day, the contents of which I promise to comply with in every respect

Thomas Riddle

Letter No. 35, Page 115, Letter Book 19,
Stephen Girard Papers.

Philada. Decem. 23, 1824

Mr John Greland
Dear Sir;

Relying on your activity, zeal, and attachment to my interest, with this my letter of instructions, I deliver you Invoices and Bills of Lading of the several articles of provisions, &c. which I have shipped on board the Ship *North America* under the command of Mr Thomas Riddle and yourself Super Cargo, bound on a circuitous voyage round the Eastward of Cape Good Hope, with directions to said master to touch in the first instance at the last Port — But as the nature of that expedition, requires that you should be acquainted with the desire of my instructions to said master as far as it respects the ports and plans where he is to proceed to during that intended voyage, they are as follows, "Sir, Having appointed . . . [*verbatim copy of master's instructions ending*] . . . if I can obtain half a common Freight, I will be satisfied."

Having thus communicated you that part of my instructions to Capt Thomas Riddle, which refers to the Ports, &c. which he is to proceed to with the Ship *North America*, I will point out to you the plan of conduct, which I desire you to observe during the continuity of that circuitous voyage until your return home.

Immediately after your arrival at the Cape of Good Hope, you are to deliver the Letters which Mr Gilbert Robertson had the politeness to send me to their respective addresses, and after having ascertained the preceed Cash price, free of duties & Charges, for the Flour and Salt provisions, which are on board of the *North America* and compared the same with the late advices received there

from Batavia respecting the price of the like articles at that place, taking into view the charge and enormous duty which we are to pay at that port, besides the chance of they having received a fresh supply, Should you have reason to believe, that the offer made to you at the Cape will be paid immediately after the delivery in Spanish Dollars and will not net less than Fifty per cent all charges deducted — I recommend you to sell, provided you can obtain at that port some cheap Ballast without detaining the Ship longer than a Week at furthest, and that you consider that price full as good as the one you would expect to get at Batavia.

After you have finished your business at the Cape Good Hope, you are to inform Capt Riddle of that circumstance, and to proceed with him to Batavia, and there to report the Ship in such manner, as not to be compelled to land your Flour, Salt provisions, &c. if you have any unsold, when that first step is concluded, inform yourself of the actual price of the articles which you may have on board, also of the quantity which there is unsold, observing that if the Mercantile character of the House of Wilson & Co stands as fair as it was while you are at that place, they should not be neglected — Therefore should you have reason to believe that they rank as high as any other Merchants of that City who transact American business you are at liberty to place under their management the business, which I have confided to your care, so far as it respects taking a Cargo of Coffee at Batavia — On the 15th July I received a letter from that Batavia House under the date of the 13th March present year with Account of Sales of which I deliver you a Copy certified by Mr I. J. Roberjot, so you may close that old affair in my behalf, and to place the amount thereof with the Funds of the Ship *North America*.

While at Batavia endeavour to obtain the best information respecting the Merchants of that place generally hav-

ing attention to take notes as fast as you receive them, and particularly when a confidential Supercargo can not be obtained immediately — I may send one of my Ships with a Cargo direct from this port to the House which you will recommend.

My principal object in despatching the Ship *North America*, on a voyage to the Eastward of Cape Good has two operations in view, The first is to sell her Philadelphia Cargo and to load that Ship at Batavia, if Coffee can be obtained at my limits, otherwise to load that Ship at Canton, with Teas and other Articles of the produce of China therefore request that while at that first place you will use every means in your power to ascertain at an early period, whether or not you can purchase in that City, good Merchantable clean, dry and old Coffee at a price not exceeding Ten dollars per pecul, including duty, Commissions, and all Charges of any nature that may be on board payable in current Money of that Country — Should you succeed, a contract between the Seller, and you ought to be entered into, the time for delivery on board in double gunny bags, and in a complete good order should not exceed fifteen days, and the penalty for non compliance should not be less than fifteen Thousand dollars — The epoch of payment for said Coffee should also be inserted in said contract and fixed to be made immediately after its entire delivery, to the satisfaction of the Purchaser. If you, Messrs Wilson & Co. or some other house on whom you may judge prudent and advisable to prevail are of opinion, that the quantity and sort of Coffee, which I desire you to purchase can be obtained without contract, I have no objection. Indeed I would prefer purchasing at Public Sale, but I will not pay one Cent more than my limit, nor do I wish that my Ship should remain at Batavia longer than one Month — If the Government of that Country should be disposed to furnish you with a Cargo of best Coffee, put up &c &c as before mentioned I au-

thorise you to give them as far as Five per Cent more than that Bean can be obtained from Individuals, provided that after a close and attentive calculation you are convinced that their Coffee on board, first Cost & all Charges included will not exceed my limits, and after you have reflected, calculated, and decided that you can load the Ship *North America* with Coffee at a price within my limits, in that case, you are to inform Capt. Thomas Riddle of your intention so he may put his Ship, &c. in a State of readiness, arrangements should also be made, so that Master or any other confidential person acting under him be authorised to prevent plundering, &c which is often committed by those who carry or transport the Coffee, or other Articles from the Shore on board of Ships — The weight of the bags should also be tried, when received on board, in short, every means should be used to prevent impositions, &c. In regards to the funds requisite to purchase a full Cargo of Coffee for the Ship *North America* on the terms already mentioned, I request that in the first instance you will invest for that purpose the Nett proceeds, of the Philadelphia Cargo of the Ship *North America*, and the funds which you will receive from Mess Wilson & Co. for whom I deliver you a letter authorising you to settle with them in my behalf, be receiving Government Stocks or obligations, Balance of account & goods unsold, and to give receipts, &c in my name — That settlement should be attended to immediately after your arrival in their port. — In regards to the deficiency of funds which may be wanted for the payment of the Cargo of Coffee for the Ship *North America* defraying port charges, paying expenses, &c. you will have to broatch on the 50 fifty boxes which I have shipped on board said Ship *North America* to your address, agreeably to Bill of Lading dated 18th instant which I have delivered you, each of said boxes containing One thousand Carolus Dollars, together Fifty thousand Carolus Dollars, principally what is called pillors, much

esteemed in Java & China, particularly at that last place, from whence I am just informed that they sell at Batavia from 15 to 20 pCent advance, therefore you are to sell on the most advantageous terms, which the Market of that place will afford such part of them which with the premium thereon will be sufficient to make up said deficiency and no more —

If the Sail, Ravens duck & Gin resulting from the Cargo of the Ship *Helvetius*, Swift Master & yourself Supercargo which you left to the care of Mess Wilson & Co. Merchants at Batavia with directions to sell the same on my account are still unsold & that there is no prospect to sell them without making a great sacrifice, I request that you will have the Casks, Caisses &c completely coopered & mended the Casks — filled up with some liquors, and shipped with other articles which may be unsold as Ship Stores on board the *North America*, and when on board to take a receipt from the Master, be attentive to close and put an end to all your business, and to have nothing unsold or unfinished, — either belonging to the last voyage of the Ship *Helvetius* or to the present one & after the Ship *North America* is completely loaded that you are ready, embark on board & proceed to her European destination —

Should it happen that the price of Coffee at Batavia exceeds my limits, in that case, I desire you not to make longer stay in that port, than what will be absolutely necessary to sell your Philadelphia cargo, or of such part as may be unsold, if not disposed of at Cape Good Hope also to settle finally as before mentioned with Mess Wilson & Co and to embark on board of the Ship *North America* and to proceed to Canton. After having previously exchanged the funds resulting from the sale of the Philadelphia Cargo, and those which you will receive from Mess Wilson & Co into Spanish dollars, which said Spanish dollars, you will ship at Batavia on board the *North America* under a bill of lading

on quadruplicate deliverable at Canton to your order one of which sail bills you will keep, one to be deposited with your Batavia consignee, and the other to be forwarded to me by first safe conveyance —

I have omitted to mention to you in its place that the articles which compose the small cargo of the Ship *North America* are of the 1st quality — the flour is fresh, the best S fine just from mills of the highest repute say 700 barrels & 200 half Barrels, branded Wise & 500 bar: branded Tatnall — The pork is very good, and has been examined by me — as to the Beef there is 174 Bar: & 50 half Barrels new fattened and put up on my farm, under my inspection — therefore I refer its recommendation to the examination of the purchaser, in addition to that there is also Twenty Barrels Beef put up on my place branded with + which contains principally legs, necks, &c which are from said Cattle of which the Mess beef is put up — but being coarse pieces I had them packed up separately therefore request that you will endeavour to sell them at the Cape or Batavia as advantageously as possible, and to obtain every necessary information respecting the probable demand which may hereafter be expected for the Batavia & other India Markets.

As you never were at Canton you can not be acquainted with the routine of the commerce of that place, nor sufficiently familiar with the produce of China so to enable you to make a proper selection of Teas and other articles suitable for foreign markets, Under that impression I judge advisable to apply to my respectable friend Mr. Houqua, Hong Merchant of that place, for the purpose of selecting and facilitating the investment of the Funds confided to your care agreeably to the List of China articles here after detailed, consequently I here deliver you a Letter addressed to that China Merchant which I desire you to deliver into his hands immediately after your arrival at that place, endeavouring in your first interview with

him to know his intention respecting securing the Ship and his disposition relative to my application; having reason to believe that Mr Houqua is a correct & intelligent Merchant, I recommend you to endeavour to obtain his confidence. Your first visit should principally be limited to the delivery of my letter and to answer to all the questions which he will make you, but on your second visit try to obtain his answer to my application should he decline the first and accept the last consult with him respecting the most suitable Merchant to secure the Ship and finally appoint the one he will recommend, but if unforeseen circumstances should deprive you of the services of that respectable Merchant, you must act as advantageously and prudently as circumstances will permit. Tinquia is a Hong Merchant of a good Character who has secured the Ship *Voltaire*, and done the business of her Cargo, on the last Voyage of your Brother Arthur to Canton, and I believe that Mr Houqua did recommend him — Esching is an out door Merchant of a good repute very polite and a good judge of Teas as I am informed it will perhaps be advisable to call on those Gentlemen and to present them with my Compliments &c, as to my friend Houqua assure him of my friendship.

I have reason to believe that the funds at Canton will be as follows:

50 boxes contg. carolus dollars agreeably to Bill of Lading & Invoice
aller to you £51.003.—.

Bill of Lading & Invoice of the Philadelphia Cargo delivered to you 11.285.68

299½ Pigs of Lead as Ballast on board the Ship *North America* which in my letter of instruction to Capt Thos Riddle, I request him to deliver to your order

weig: 56000 lbs a 8c plb 3.360.—.

Three setts of my Bills of Exchange dated Philada. 21st Decem. 1824 pay at Six Months sight to your order on Mess Baring Brothers & Co. of London amg as follows

No 730 £6000 Six Thousand Pounds

731 5000 Five Thousand Pounds

732 4000 Four Thousand Pounds

Am: g together 15000 £ Fifteen Thousand Pounds which at the exchange of Ten pr Cent premium in Spanish dollars \$73333.33

Apparent amount of the Canton Funds \$138982.1

Besides the advance which is reasonable to expect on the Carolus dollars the Philada Cargo, the funds which you probably receive from Mess: Wilson & Co. of Batavia, and the additional premium, which you will obtain on the Three before mentioned Bills of Exchange, which I now deliver to your care for the purpose before stated, and have no doubt that you will negotiate at Canton at a much higher premium, owing to the constant demand for bills of that Class which are often wanted to make remittances to England, Calcutta and other British settlements in India as I am informed — On the subject of those Bills, I particularly request that you will not endorse them under any pretext whatever, previous to having received the full amount of the money agreed upon at their negotiation. — Should you not proceed to Canton, they will not be wanted. Therefore request, that immediately after the circumstance is ascertained, that you will deface them by erasing my Signature, and to return them to me at your arrival in this City — I will take care to send in time your signature to Mess Baring Bro: Co of London, so there may be no difficulty at the presentation.

Among the first steps which you should take immediately after your arrival at Canton, that of fixing yourself on Shore, in & decent and economical manner, for the purpose of attending to the Interest of the Ship and Cargo should not be neglected — It often happens that a part of a Factory occupied by the Super Cargo of another Ship can be obtained on reasonable Terms. In that case, I leave with you to arrange

yourself as you will judge prudent and advisable. Immediately after you have fixed yourself at Canton, and obtained every necessary information respecting the quantity and qualities of Teas &c. Still for Sale at that Place, and that Mr Houqua and yourself be of opinion that a Cargo of that Leaf can be purchased you will tell Mr Houqua, that as I have directed you to use every means in your power to make a quick despatch, that you are anxious to meet my views if a cargo of Good Tea, &c. can be obtained on reasonable Terms — indeed in judging by several reports and informations which I have from time to time obtained from Super Cargoes and others relative to the mercantile conduct and management of the China merchants, I am disposed to believe that they do not sell all the best teas at the opening and during the Season, but generally put off the worst sort as fast as they can, a few instances excepted, and keep their very first Chop for their last Sale; under the impression that at your arrival at Canton you will find that there is a sufficient quantity of Teas of the denomination detailed in the following list of a Canton Cargo, I am confident that with prudence ambition, activity & judgment and perseverance, a pretty good Cargo for the Ship *North America* can be selected and should it be the case and that said Ship could sail from China for Holland early in August, so to reach her European port of destination before the Winter sets in, a reasonable profit might be expected from the result of that voyage. —

The following is a list of articles which I wish to be purchased and shipped on my account on board the Ship *North America* as far as practicable, therefore request that you will vary the quantity so as to meet the funds and the capacity of the Ship and endeavouring to obtain an assortment of each article at paratia and as near as possible.

| | | |
|-----|----------------|----------|
| 200 | Quarter Chests | Congo |
| 500 | do | Campoy |
| 500 | do | Souchong |

| | | |
|--------------------|---------------|----|
| 400 half Qr. | do | |
| 300 Quarter Chests | Peccoe | |
| 100 do | Tonkay | |
| 100 do | Single | |
| 1000 do | Hyson Skin | |
| 500 half | do | do |
| 200 Qr. Chests | | |
| 200 25 Catty Boxes | } Hyson | |
| 200 10 Catty Boxes | | |
| 800 Qr Chests | | |
| 400 25 Catty Boxes | } Young Hyson | |
| 400 10 Catty Boxes | | |
| 200 Qr Chests | | |
| 200 25 Catty boxes | } Imperial | |
| 200 10 Catty boxes | | |

In addition to the foregoing, a sufficient quantity of the best fine fresh Cassis should be purchased, whenever favorable opportunities offer & put up in boxes — Nankeens also if they are low should not be neglected, particularly if none, or very little has been shipped to Europe —

If after your arrival at Canton, you find that contrary to my expectation, that good Teas can not be obtained, and that the quantity of what remains unsold at that Market is sufficient to load that Ship, I desire you to consult Mr Houqua and if that Gentleman and you are of opinion that it will be advantageous to my interest to keep the Ship *North America* in that port, until the new Teas come to Market, you are to communicate your decision to Capt Riddle so he may unreeve his Rigging & fix his Ship in that snug way, which his long stay in that port requires, as to yourself, I recommend you to employ your time in taking care of your health, acquiring every useful information respecting our Commerce to that Country, also of the latest mode of judging of the quality of its produce principally of Teas and all other articles which we are in the habit to export from there to this port, or to foreign places; I am informed that some of our American friends are sending from Manchester via Liverpool several articles of Dry Goods which they sell at Canton at a good profit, one of my Liverpool friends has some time ago, written

to me, that he knew the kind of Goods, which are wanted . . . [*asks for samples*]. [*Negociate the notes*] . . .

In my letter of instructions to Capt Riddle I request him to take in the Green Tea first, in the bottom of the Ship, and as the Black Teas are the lightest in proportion to the size of the Boxes, I desire him to stow them on the top or between decks, if that Ship is completely stowed, I believe that she will carry more than what I have mentioned, in the list of the Canton Cargo, the articles of fresh goods, fine Cassis, free from breakage, well packed in boxes together with some small bundles of some spice properly put up in Mats, well sewed, should be prepared in due time, particularly the last which will be wanted to fill up vacancies between the Beams of the Ship and other Places

Being desirous to compensate you for your trouble and attention to my interest during the present voyage I agree to allow you as follows

1st. Two per Cent Commission on amount of the Neat Sales of the Cargo in Europe

2nd. Four Tons Goods Measurement as privilege on board the Ship *North America*

3rd. Your Expenses on Shore while attending the business of Ship and Cargo—

The Invoice and Bill of Lading of the return India Cargo of the Ship *North America* is to be fitted up for Rotterdam, after having touched at Cowes on the Isle of Wight for orders from the Owner Stephen Girard, consignment to be filled up to the order of John H. Greenland Super Cargo, so it may be transferred to such name as I may hereafter direct —

Write me by every opportunity direct for the ports of the United States, this port and via those of Europe care of my friends there, whose names are known to you — I wish you health and a safe voyage & remain

Your friend & obdt Servt

The foregoing is a true copy of the original Letter of Instructions from Stephen

Girard, delivered to me this day, the contents of which I promise to comply with in every respect.

Jno. H. Greland

Letter No. 352, Page 119, Letter Book 19,
Stephen Girard Papers.

Contributed by Dorothy E. R. Brewington

AN ADDRESS BY KING NEPTUNE

THE doggerel below was found in a scrapbook which I recently acquired. Although the specific visit of King Neptune for which it was written is not mentioned, a search among the records of the Office of Naval Records and Library, Navy Department, and the logs deposited at the National Archives leads me to believe the verses are identified with a cruise of the U. S. S. *Lancaster*, Captain Edward E. Potter, flagship of Rear Admiral Earl English.

On 23 April 1885 the *Lancaster* after coaling at Libreville, West Africa, took her departure for the Congo. Two days later her latitude was 1° N and the day following 3° S. Evidently the verses were read to Admiral English and Captain Potter on 25 April and Neptune with his court made their visit the next day. No clues to the author's identity have come to light.

King Neptune's Address

I make my respects, Admiral English, to thee;
You know Father Neptune, the King of the Sea.
I do you the honor to visit your ship;
So I wish you success and a prosperous trip.

Likewise, Captain Potter, to see you I'm glad,

I remember I shaved you when you were a lad.

You command a fine ship, she carries big guns;

You do credit to Neptune as one of his sons.

You have a good crew, Sir, as I plainly see,

But they'll be all the better when shaven by me.

This is my wife, Amphitrite, the queen,
She has already detected how many are green.

And tomorrow I'll be ready with razor and lotion

To make them good sailors and sons of the ocean.

My respects to you, Sirs, who know me of old;

I am proud of my sons who are valiant and bold.

You have long crossed my waters, my ocean so free,

And you know Father Neptune, the King of the Sea.

Now lads, before long you will see me return,

Tho' the winds may blow strong you can't leave me astern.

Tomorrow I know you'll be crossing my line,

So be ready for me at the hour of nine.

Good night to you all, and a blessing from me,

And now I and my wife will go back to the sea.

Contributed by John Lyman

Answers

THREE-MASTED SCHOONERS. The following three-masted schooners appear in John R. Parker's *New Semaphoric Signal Book* (Boston, 1836): *Ann Paley* [Canadian?], *Fanny Connel* [Canadian?], *May* [American].

M. V. BREWINGTON

21. OSNABURG CLOTH. Osnabrig is a coarse textile used for light sails such as flying jibs, royals and stunsails. It takes its name from the city in Germany. During the eighteenth century it was one of the principal textile imports into the American colonies.

M. V. BREWINGTON

35. 'GREEN FLASH.' Sources in the American Geographical Society's library show the following information regarding the 'green flash.'

'As the upper limb of the sun disappears in a clear sky below a distant horizon, its last star-like point often is seen to change rapidly from pale yellow or orange, to green and, finally, blue, or, at least, a bluish-green. The vividness of the green, when the sky is exceptionally clear, together with its almost instant appearance, has given rise to the name "green flash" for this phenomenon. The same gamut of colors, only in reverse order, occasionally is seen at sunrise.

'The entire phenomenon has been described by some as merely a complementary after-image effect, that is, the sensation of its complementary color that frequently follows the sudden removal of a bright light. This explanation, however, cannot account for the reverse order of the colors as seen at sunrise. Neither does it account for the twinkling of the "flash" close observation, now and then, reveals, nor for the

fact that when the sun is especially red the "flash" is never seen.

'It is not, indeed, a physiological effect, but only the inevitable result of atmospheric refraction, by virtue of which, as a celestial object sinks below the horizon, its light must disappear in the order of refrangibility; the red first, being least refrangible, then the green, and finally, the blue, or most refrangible. Violet need not be considered, since only a comparatively small portion of it can penetrate so far through the atmosphere.'—W. J. Humphreys, *Physics of the Air* (New York: McGraw-Hill Book Co., 1940), p. 466.

'There can no longer be any doubt as to the explanation of the green ray. The sun is low, so that its white rays have a long way to travel through the atmosphere. A great part of its yellow and orange light is absorbed by the water vapour, the absorption bands of which lie in this spectral region. Its violet light is considerably weakened by scattering . . . , and there remain, therefore, red and green-blue, as can also be seen by direct observation . . .

'Now the atmosphere is denser below than above, so that the rays of light on their way through the air are bent . . . ; and this bending is somewhat slighter for red light, and somewhat stronger for the more refrangible blue-green rays. This causes us to see two sun discs partially covering one another, the blue-green one a little higher, the red one a little lower, which accounts for the red rim underneath and the green rim at the top . . . One can now understand why the extremities of the segment are green when the sun is low, and why the white part disappears gradually behind the horizon while the green covers the whole of the remaining segment. In many circumstances, however, refraction is abnormally strong near the horizon and the green segment is more clearly visible for a longer time. Should

mirages arise it may even be extended into a kind of flame or ray.

'This view would be supported if it should turn out that the green segment and the green ray are absent when the sea is warmer than the air, the decrease in density and the ray curvature then being particularly slight. There are indeed indications that this is so.' — M. Minnaert, *Light and Colour in the Open Air*, translated by H. M. Kremer-Priest and revised by K. E. Brian Jay (London: G. Bell & Sons, 1940), pp. 60 and 61.

Professor Robert W. Wood, after discussing astronomical refraction, comments on the 'green ray' thus:

'The green ray, or more properly speaking, the green flash is an interesting accompaniment of the phenomenon just treated. Owing to dispersion the blue and green rays are more powerfully refracted than the red and yellow. The upper edge of the disk, just as it disappears, shows a marked color change, the orange being replaced by a greenish-yellow or even a blue-green color. In the North Atlantic the phenomenon is rather rare, though it can occasionally be seen. It has frequently been contended that the phenomenon is an illusion due to contrast, the green spot being an "after-image." This however is sheer nonsense, as any trained observer can testify. The fact that it is sometimes seen and sometimes not is very probably due to a temperature difference between the air and water as was pointed out by the author some years ago in a letter to *Nature*. With the water colder than the air, the normal gradient of refractive index of the air would be increased by the chilling of the layer near the water. With the water warmer, the reverse would be the case, the condition being as in the case of mirage. This would be unfavorable for the occurrence of the green flash.'—R. W.

Wood, *Physical Optics* (3d ed., New York: Macmillan, 1936), p. 84.

Notes and comments on the 'green flash' have appeared from time to time in the *Quarterly Journal of the Royal Meteorological Society*:

'It appears that this striking effect [green flash] varies in intensity according to the state of transparency of the air; and it may also be enhanced by a mirage effect, due to refraction by a layer of warm air in contact with the sea: this has the effect of adding to the green segment an inverted image of it, producing in effect a lens-shaped green patch. . . .

' . . . both red and green fringes bordering the sun's edge may easily be observed at any time when the sun is low by the use of a telescope. . . .

'The explanation of these coloured fringes is quite simple. The sun's rays entering the atmosphere from empty space at a small angle are appreciably bent, and the bending increases as the denser regions of the air are traversed. But the blue and green rays are more bent than the red, thus producing a green fringe to the sun's upper limb and a red fringe to the lower. . . .

'It may be asked why should the upper edge of the sun appear green and not blue or violet, as these rays are even more bent than the green? The answer is that the atmosphere under ordinary conditions absorbs the blue and violet rays, but at times of exceptional clearness the writer has on several occasions seen the green turn blue and finally a glorious violet at the very last instant. This was seen only by the aid of binoculars, but probably it could be detected with the naked eye also.'—Quotation by J. Evershed in note 'The Green Flash and Flashes of Other Colours,' LXII (1936), 128-129.

GLADYS M. WRIGLEY

News

FOGG MUSEUM OF ART

Cambridge, Massachusetts. An exhibition of photographs of the United States Navy, 1883-1917, arranged by Professor Leonard Opdycke, opened on 7 December 1942 and will continue until 9 January 1943.

THE MARINERS' MUSEUM

Newport News, Virginia. The Mariners' Museum in recent weeks has been presented by Andrew Baxter, Jr., with a fine collection of original sketches, drawn by his father, the late Captain Andrew Baxter, well-known shipmaster. These include several of the square-rigged vessels he commanded including the *Ross-shire*, *Kirkcudbrightshire* and others. Ship photographs and charts, Captain Baxter's sextant and chronometer were also included in the material. Captain Baxter, known in his day to a great number of mariners, is portrayed standing on the poop of the *Ross-shire*, in the splendid oil painting by Charles Robert Patterson. A lithograph from this oil will be recalled by many of our readers.

A bas-relief of Captain Robert A. Bartlett, by Julia Wood Jones has been added to the collection of bronzes of famous mariners. This plaque is the gift of, and supplements the display of Eskimo material and Arctic relics already received from Margaret B. Levey.

In the current metal salvage campaign the Museum contributed several shots of heavy chain, approximately two hundred large cannon balls, also several iron cannon from the West Indies, former defense coast guns of the eighteenth century. The weight of iron given totaled about thirty-five tons.

An exhibit of seventy-five water-color drawings of American naval engagements was put on display in November 1942. The pictures thus shown have been chosen from a collection of 254, obtained in 1940 in London. The origin of this unique collection is something of a mystery. It was obtained from Charles Kingsley Bailey, whose aged and widowed mother, first cousin of the famous author Charles Kingsley, was in 1940 living at Harrow, near London.

The water-colors are attributed to Charles Turner Warren (1767-1823), well-known London engraver, or to his son, Alfred William Warren, or to both. The fact that both father and son engraved illustrations for books would uphold the theory of Captain Harry Parker, London dealer in naval prints and paintings, that these water-colors were made to illustrate an unpublished history of the United States Navy. Captain Parker states that careful research to date reveals no further details on the collection.

The items in the collection cover naval actions from the dates 1745 through 1850. The sequence of dates of engagements is not regular, however, there being a break of thirty years between the first two drawings of 1745 and those starting with the date 1775. There is an even progression of dates from 1775 until 1823, followed by a break to a single picture of an engagement of 1850.

The fact that the more or less even sequence of dates ends in 1823 would make it seem that Charles Turner Warren, who died in 1823, had a definite hand in the work. The fact that there is one painting of an action of a later date proves that someone else must have worked on the collection and it is logical to assume that to have been his son.

There is evidence that many of these water-colors were signed but, for some reason, the signatures have been obliterated.

erated. Titles of the engagements are lettered on the lower surface of each picture.

This is a most complete series of views of United States naval battles of the Revolution and the War of 1812. Future study will throw light upon the question of the general accuracy of the vessels and actions as depicted.

The water-color of the capture of the Algerine frigate *Mashouda*, 46 guns, by vessels of Commodore Decatur's squadron, 17 June 1815, is reproduced on Plate 8 of this issue.

PEABODY MUSEUM

Salem, Massachusetts. The restoration of East India Marine Hall is under way. Certain aspects of the Museum's current housecleaning are entertainingly described by Dr. Thomas Barbour in an article in the November 1942 issue of *The Atlantic Monthly*.

Walter Muir Whitehill, Assistant Director, has been commissioned Lieutenant, U.S.N.R., and ordered to duty at the Office of Naval Records and Library, Navy Department. Mrs. Augustus P. Loring, Jr., has been appointed honorary curator of exhibits. William E. Northey, honorary curator of the marine collections, and a model-builder of distinction, has died.

At the quarterly meeting of the Peabody Museum Marine Associates on 26 October 1942 Mr. Fred Hunt of

Quincy, Massachusetts, gave personal reminiscences of the Pensacola fishing fleet, in amplification of his article 'Campeche Days' published in the July 1942 NEPTUNE.

NOTES ON CONTRIBUTORS TO THE AMERICAN NEPTUNE

Charles D. Childs, a Boston picture dealer specializing in historical and marine paintings and prints, has made valuable contributions to the little studied history of American ship portraiture.

Lieutenant M. V. Brewington, U.S. N.R., is on duty at the Office of Naval Records and Library, Navy Department.

Count Pehr Sparre's collection includes not only manuscripts and paintings, but numerous builders' half-hull models, rigged models (both American and European) and examples of ship carving.

David B. Tyler, author of *Steam Conquers the Atlantic*, has turned from steamships to the building of sailing vessels in the present issue.

Alexander Crosby Brown, Corresponding Secretary of The Mariners' Museum, is now on leave of absence, and serving as Lieutenant (jg) in the United States Naval Reserve.

Marie Charlotte Stark is Assistant Archivist of the War Department section at the National Archives, Washington, D. C.



Book Reviews

Don't Give Up the Ship — The Eugene H. Pool Collection of Captain James Lawrence (Salem: Peabody Museum, 1942). 7" x 10", cloth. xiv + 82 pages, 12 collotype illustrations. \$3.50.

There is nothing more disconcerting to the historian or biographer than to know that a large body of materials on his subject lies in private hands. Seldom is he able to consult the documents properly; hardly ever can he secure photographs of pictorial matter for illustrations. It is a happy event, therefore, when a collector publishes an accurate catalogue of all his treasured possessions. Doctor Pool is to be congratulated not only on the success which has met his efforts to gather original documents and memorabilia relating to his distinguished ancestor Captain James Lawrence, U.S.N., but also for the very generous way in which all students of naval history are permitted to share them with him.

Following a concise biography of Lawrence, the catalogue gives the complete text of about thirty-five letters and manuscripts. These include such important documents as a letter from Commodore Edward Preble to J. L. Cathcart discussing plans for the attack on the city of Tripoli; a letter from the officers of H.M.S. *Peacock* to Captain Lawrence expressing their appreciation for his treatment of them after the *Peacock* had been captured. There are two documents mentioned but not given *in toto* which we would like to see in print: 'Report of Survey and Valuation of the United States Frigate *Chesapeake*, Halifax Yard, 2 September, 1813'; and the 'Diary' of R. H. King which describes conditions aboard the *Chesapeake* when she was taken by the *Shannon*. Perhaps Doctor Pool can be induced to edit these for THE AMERICAN NEPTUNE. A second section, Prints and Paintings, gives a listing of the extremely valuable collection of pictorial materials which relate to Lawrence's career. These range from historical chintzes and caricatures to contemporary portraits of Lawrence and paintings of the *Chesapeake-Shannon* action. Another section describes the models of the *Chesapeake* and the *Hornet* which were built on Doctor Pool's order. Much of the data on which these models are based is included. The final sections are Personal Memorabilia and a Bibliography relating to Lawrence and the events in his life. Among the first are pieces of the plate presented to Lawrence by the cities of New York and Philadelphia after the *Peacock-Hornet* engagement; some of his furniture; and the original St. Memin plate of the Lawrence portrait.

To students of American naval history of the 1798-1815 period the catalogue is of considerable importance. It is to be hoped the owners of other naval and maritime collections will follow the example of generosity set by Doctor Pool and publish their holdings in similar style.

ROBERT GREENHALGH ALBION and JENNIE BARNES POPE, *Sea Lanes in Wartime; the American Experience, 1775-1942* (New York: W. W. Norton and Co., Inc., 1942). 6" x 9", cloth. 367 pages. \$3.50.

Frequently the most needed books are written by those least qualified for the task, for the careful scholar often recoils at the prospect of bringing together diverse materials from a wide field in limited time. He might be glad enough to tackle the job at his leisure, but since the situation of the hour may call for the book at once, the assignment goes by default to a tyro. *Sea Lanes in Wartime* is a welcome exception to this general situation. The Albions have dealt in magnificent fashion with a great theme and have brought out a book which is almost as timely as today's front page.

In this volume, the experience of the American Merchant Marine in time of war is the subject. The first half, entitled 'The Old Wars,' carries through the Revolution, the long period of world upheaval of the French Revolution and the Napoleonic era, the piratical attacks on American commerce and the Civil War. In the second half 'The World Wars,' are treated as a single era, with the problems, experiences and solutions of 1914-1918 and the period since 1939 discussed topically, with constant comparison and contrast.

One of the strongest points of the book is the way in which penetrating analysis of situations, their causes and results is added to the narrative. It is a book with plenty of sound wisdom of judgment throughout.

Although a great period is covered, the Albions have successfully avoided writing a superficial outline. Their generalizations are buttressed by a multitude of fresh and apt examples. Although footnotes are absent and the bibliography is brief, there is plenty of evidence of thorough and extensive research. The use made of records of insurance rates as barometers of risks at sea in war is an example of the resourcefulness of the authors. Written in bouncing style, the book is a joy to read from cover to cover. This book is a wholly admirable effort to bring together the ability and experience of ripe maritime scholarship and the need for an interpretation of the historical experience of the merchant marine in time of war.

Master Mariner of Maine Being the Reminiscences of Charles Everett Ranlett, 1816-1917 (Portland: Southworth-Anthoensen Press, 1942). 6¾ x 9¾, cloth. xi + 145 pages, 9 collotype illustrations. Publication No. 4 of the Penobscot Marine Museum, Searsport, Maine. \$5.00.

Charles Everett Ranlett, born in Maine (while it was still a part of Massachusetts) in 1816, built and commanded Maine ships in the great days of sail, retired from the sea in 1868, and lived to the heroic age of one hundred years and six months. Unfortunately he kept no journal during his years of command, but at the age of eighty he wrote the reminiscences which are now published by the Penobscot Marine Museum, with additional chapters by his daughter, Miss Susan Alice Ranlett, and notes by his grandson L. Felix Ranlett, and Lincoln Colcord. This is the best kind of regional publication—a good Maine narrative, soundly edited in Maine, handsomely printed in Maine and published under the auspices of Maine's

maritime museum. In these days of restricted travel, museum publications take on added importance, and the Penobscot Marine Museum in this—the finest of its publications—has brought the coast of Maine to many readers who will be unable for the present to go down east as they have in the past and hope to in the future.

One quotation alone should lead on readers of the NEPTUNE, particularly those who have followed Mr. Foster Taylor's recent articles. 'One of our neighbors in the village who had a son named Ambrose was one day asked by a friend of his what sort of boy this son was. "Wal!" replied the old man, slowly and thoughtfully, "Ambrose—is a—good man. I don't mean to say—he is a—godly man—but he's a—good man in a gundalow."'

[MARY A. JORDAN], *They followed the Sea—Captain Oliver Jordan of Thomaston, Maine, 1789-1879—his Sons and his Daughters and the Ships they built, sailed and commanded* (Boston: privately printed, 1942). 6¾" x 9¾", cloth. xiii + 71 pages, 25 collotype illustrations.

This beautifully produced and illustrated account of the Jordan shipmasters and their ships was compiled so exclusively as a family record that only twenty-five copies were printed. Genealogy is confined to a single page. The book is otherwise a record of the ships of Captain Oliver Jordan (1789-1879), his sons-in-law Captain Charles E. Ranlett (whose reminiscences have been almost simultaneously published by the Penobscot Marine Museum) and Captain Raymond L. Gillchrest, his sons Captains Joshua L. and Samuel C. Jordan, Captain William J. Tobey, and (coming down to the present war) his great-grandson, Commander Beckwith Jordan of the United States Coast Guard. Various documents of Captain Joshua L. Jordan's ship *Pride of the Port* are printed in full.

CAPTAIN RUDOLF SMALE, *There Go the Ships* (Caldwell, Idaho: The Caxton Printers, Ltd., 1940). 6½" x 9", cloth. 312 pages, illustrated, map end-papers. \$4.00.

Captain Smale is a native of Königsberg who began in 1883 in a German steamer and twenty-eight years later retired from the sea and command of the bark *W. B. Flint* of Astoria, Oregon. From 1893 to 1909 he sailed as mate and master of vessels operated by the Simpson Lumber Co. of San Francisco. One of these, the *Gardiner City*, had been altered in rig from a four-masted bald-headed schooner to a three-masted barkentine without touching her two after masts. First-hand accounts like this one of seafaring in Pacific Coast vessels are rare, perhaps because so many of the captains came from Northern Europe and cannot express themselves well in printable English. Captain Smale is a happy exception.

BERNARD BRODIE, *A Layman's Guide to Naval Strategy* (Princeton: Princeton University Press, 1942). 5¼" x 8½", cloth. x + 29 pages. \$2.50.

Professionals as well as laymen will profit from a reading of this admirable book. It is brief yet comprehensive, profound yet interesting. The lessons of the present war, even from such recent battles as the Coral Sea and Midway are well handled

to confirm principles proven long ago. The manner of fighting has been changed radically by new weapons, but without materially altering the functions and general strategy of sea power.

Two chapters on the 'Tools of Sea Power' bring the reader up to date on the characteristics of various types of ships and weapons. The role of each in a well-balanced fleet is clearly pointed out, not omitting the highly important place of naval aircraft. All of the several components are necessary and need close co-ordination if a maximum of success in warfare is to be achieved.

There are chapters on command of the sea, defense of shipping, amphibious operations, naval bases and fleet tactics that present a picture of war on the sea in a broad and lucid way. Interest is sustained by many references to the current conflict.

The author's treatment of the vital place of aviation in naval power is perhaps the soundest and most convincing that has yet appeared. We cannot do without sea power, which in modern terms necessarily includes aviation as a major component. Problems connected with the relation between the two are being rapidly solved in the crucible of war. The author points out that 'on the basis of both of military utility and economy, one may confidently look to a balance between surface and aerial weapons comparable to the existing but ever-changing balance between the different types of surface warships.'

ELTING E. MORISON, *Admiral Sims and the Modern American Navy* (Boston: Houghton Mifflin Company, 1942). 5 $\frac{3}{4}$ " x 9", cloth. xv + 548 pages, 40 illustrations. \$5.00.

Mr. Morison's life of William Sowden Sims—appropriately dedicated 'To the Insurgent Spirit and to Those Officers Who Have Maintained It Within the United States Navy in Time of Peace'—appears at a timely moment. It is, however, of permanent value as well as of present interest. Mr. Morison, who is Admiral Sims's son-in-law, has had access to many family papers and has had the friendly counsel of many of Admiral Sims's friends and collaborators. These advantages he has used to excellent purpose in producing an admirably impartial and detached study of his subject. The book is both soundly documented and thoroughly readable, and is of equal interest to those who followed Admiral Sims's career step by step and to those who, because of the present war, are for the first time seeking information on American naval history of the early decades of the twentieth century.

[CAPTAIN H. A. BALDRIDGE, U.S.N. (ret.)], *United States Naval Academy Museum, Annapolis, Maryland. The Beverley R. Robinson Collection of Naval Battle Prints — Catalogue*, 77th Congress, 2d Session, Senate Document No. 200, April 23 (legislative day March 30), 1942 (Washington: Government Printing Office, 1942). 5 $\frac{3}{4}$ " x 9 $\frac{1}{8}$ ", paper. iv + 52 pages.

A brief check-list of the Robinson collection of prints of American and foreign naval engagements, which has been willed to the Naval Academy Museum, where the greater part of the prints are now on exhibition.

EUGENE KLEIN, *United States Waterway Packetmarks, Handstamped and Printed Names of Mail Carrying Steamboats on the United States of America Inland and Coastal Waters, 1832-1899* (Federalsburg, Maryland: J. W. Stowell Printing Co., 1940), 6¼" x 9¾", cloth. xii + 207 pages, numerous illustrations. \$6.00.

United States Waterway Packetmarks Supplement . . . 1818-1899 (Federalsburg, Maryland: J. W. Stowell Printing Co., 1942). 6¼" x 9¾", paper. xxxii + 37 pages, numerous illustrations. \$3.50. For sale by the author, 212 South 13th Street, Philadelphia, Pennsylvania. Price of both books ordered at one time, \$8.00.

Although designed purely for stamp collectors, this handbook contains much incidental intelligence of value to steamship historians, with numerous reproductions of steamboat postmarks and envelopes. In the supplement, which lists 190 packetmarks discovered since the publication in 1940 of the original handbook, Mr. Klein has reproduced a number of waybills, handbills, letter-heads, steamboat tickets and advertising cards.

A Map of Yorktown By Joachim du Perron, Comte de Revel, with notes by Gilbert Chinard, Robert G. Albion, and Lloyd A. Brown (Princeton: Princeton University Press, 1942). 9¾" x 14½", wrappers. [12] pages, hand-colored collotype facsimile of map.

A manuscript map of Yorktown and environs, 1781, recently given to the Princeton University Library, has been brilliantly reproduced by the Meriden Gravure Company, and commented on by three specialists in different fields. This publication is not only a fine example of scholarly publication but a distinguished piece of bookmaking, which is a double credit to the Princeton Library.